

The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1352.—Vol. XXXI.

LONDON, SATURDAY, JULY 20, 1861.

(STAMPED.....SIXPENCE.
UNSTAMPED..FIVEPENCE.)

MR. JAMES CROFTS, SHAREBROKER,
No. 1, FINCH LANE, CORNHILL. (Established 17 years.)
Mr. Crofts has FOR SALE:—500 Unity Fire, and 200 "State" Fire.
Mr. Crofts is a BUYER of shares in the following mines (cash on receipt of transfer, or exchanges made for other shares):—Bryndorf Hall, Herward United, Great Marthia, East Caradon, West Frances, Great South Tolgus, Providence Mines, St. Ives, Carn Brea, West Caradon, East Basset, Tamar Silver-Lead, Herodsfoot, Bedford United, Cook's Kitchen, Wheel North, West Sharp Tor, Marke Valley, Dolcoath, West Seton, Wheel Harriett, Wheel Ury, East Wheel Grenville, Tincroft, North Robert, Ding Dong.
*Holders of mining shares difficult of sale in the open market may hear of purchasers by applying to Mr. Crofts.

MR. JAMES LANE, No. 44, THREADNEEDLE STREET,
LONDON, E.C.
JAMES LANE has FOR SALE, at net prices:—20 Alfred Consols, 30s.; 10 Ashburton United, £104; 10 Bryntall, £214; 25 Brynmor, 20s.; 20 Buller and Basset; 50 Birch Tor and Viffray, £214; 25 Calstock Consols, 7s. 6d.; 20 Gunnis Lake (Chitlers Add), 45s.; 50 Dale, 15s.; 10 East Russell, £214; 10 East Caradon, £25; 30 Great Retallack, 13s. 6d.; 10 Gonnenna, £2; 30 Great Wheel Alfred, 12s.; 45 Mollard, 2s.; 3 Mary Ann, £214; 20 New Treleigh, £2; 20 North Hallenbeagle (41 paid), 30s.; 10 Marke Valley, £214; 10 North Downs, £414; 20 North Exmouth, 3s. 6d.; 20 North Nant-y-Mwyn, 5s. 6d.; 10 Penhale Moor, £214; 50 Ridden, 7s.; 20 South Condurrow, 12s. 6d.; 5 Treilawny, £414; 10 Wheel Anne, 21s.; 1 West Caradon, £46; 10 Wheel Ludgott, £214; 50 Worthing, 14s. 6d.; 5 West Rhosmor, £12.

PETER WATSON, ENGLISH AND FOREIGN STOCK,
SHARE, AND MINING OFFICES,
79, OLD BROAD STREET, LONDON, E.C.
Telegraphic messages to Buy or Sell Mine Shares punctually attended to.

MR. W. LELEAN, MINE SHAREBROKER,
11, ROYAL EXCHANGE, LONDON, E.C.

MR. LELEAN is a BUYER of Ding Dong, East Russell, Margery, Trelyon, Providence, Spear Moor, St. Ives Consols, Wheel Harrie, West Condurrow, and South Condurrow, at market prices.—11, Royal Exchange, July 19, 1861.

MR. J. S. PHILLIPS, C.E. AND M.E., SHAREBROKER, &c,
12, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

MR. T. ROSEWARNE, 81, OLD BROAD STREET,
LONDON, E.C., has BUSINESS to do in the following SHARES:—
Bedford Consols. Great Retallack. South Caradon Hooper.
Bottle Hill. Herodsfoot. Stray Park.
Calstock Consols. Lady Bertha. Wheal Arthur.
East Caradon. Marke Valley. Wheal Edward.
East Grenville. North Downs. Wheal Harrie.
East Russell. North Robert. Wheal Harriett.
East Devon Consols. North Treilawny. Wheal Moyle.
Gawton United. Polyn Wood. Wheal Norris.
Gambler. Sorridge Consols. West Caradon.
Great Caradon. South Wheel Frances.
N.B.—Mr. T. Rosewarne is in Devon and Cornwall, inspecting mining property. Any communication, however, addressed to his office will receive immediate attention.
July 19, 1861. Bankers: Bank of London.

MR. R. H. M. JACKMAN, MINING AND SHAREBROKER,
No. 2, ADAM'S COURT, OLD BROAD STREET, E.C.
Is a BUYER of Great Fortune, Ludcott, West Rose Down, Providence, and Margaret. Sellers will please state number and lowest price to Mr. JACKMAN, Higher Cottage, East Wells, Somerset, who is at present on a tour of inspection through Somerset, Devon, and Cornwall, and will be happy to FURNISH HIS NOTES to his clients on his return. Meantime all orders will be promptly executed on his behalf if addressed to 2, Adam's-court, July 19, 1861. Bankers: London and Westminster, Lothbury.

MR. JAMES HUME, SHAREBROKER, 74, OLD BROAD STREET, LONDON, has FOR SALE:—
50 Sorridge Cons., 13s. 6d. 50 Crebor, 12s. 6d. 50 Lady Bertha, 15s.
50 East Grenville, 42s. 6d. 2 No. Treaskerby, £214. 10 North Downs, £214.
2 Stray Park, £214. 10 East Russell, £314. 10 East Caradon, £214.
10 East Carn Brea, £214. 20 Great Retallack, 13s. 6d. 5 Marke Valley, £214.
The "Mining Share Monitor" for July sent free for six postage stamps.
Bankers: London Joint-Stock Bank.

WILLIAM SEWARD, MINING BROKER, STOCK AND SHAREDEALER, 26, THROMMORTON STREET, LONDON, E.C.
Commission, 1¼ per cent. on £100 and above, and 2¼ per cent. on less sums.

MR. JOSEPH GREGORY, MINING OFFICES,
1, BANK CHAMBERS, LOVBURY, E.C.
BUSINESS TRANSACTIONS IN BRITISH AND FOREIGN STOCKS AND SHARES.
Terms, 1¼ per cent. on £100 and above, 2¼ per cent. on smaller sums.
Bankers: City Bank, Threadneedle-street.

MR. THOMAS SPARGO, SHAREBROKER,
224 and 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C.
Commission, 2¼ per cent.

MESSRS. R. HOLEY AND CO., SWORN STOCK SHARE, AND MINING BROKERS, 45, CORNHILL, E.C. (late of 2, Royal Exchange-building), continue to TRANSACT EVERY DESCRIPTION OF MINING BUSINESS, and are in a position to obtain reliable information respecting all dividend and progressive mines.
N.B.—Messrs. HOLEY and Co. publish a Weekly Mining List, with the closing prices, every Wednesday, and will be most happy to forward the same (gratis) on application.

MR. GEORGE BATTERS, 5, COWPER'S COURT, BIRCHIN LANE, DEALER IN BRITISH MINING SHARES AND OTHER STOCKS.
Mr. BATTERS, from long experience and intimate acquaintance with all Mining Stocks, can advise as to investment capital, at the lowest market price, and has made a selection from the mines of North Wales likely to be largely profitable in respect of dividends, and with great prospects of advance in market value. Full particulars from personal inspection can be had on application.
Mr. BATTERS for some time past has been studying the North Wales lead mining district, and periodically inspects its most important mines, and is at all times in correspondence with the most intelligent agents in the counties of Flint and Denbigh, and will be happy to advise with his correspondents as to investments in these important districts.

MR. GEORGE BUDGE, SHAREBROKER, No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 14 years), has FOR SALE at net prices the following shares:—3 East Basset; 100 East Grenville, 41s. 6d.; 65 East Russell; 15 East Caradon, £214; 2 South Tolgus, £25; 1 West Wheel Seton, £207½; 5 Stray Park, £214; 1 Wheel Clifford, £174½; 2 Wheel Seton, £67; 4 Providence, £21; 1 New Seton, £22; 3 Herodsfoot, £239½; 4 Bryn Gwlog; 50 Unity Consols, 18s. 6d.; 10 North Miners, 29s.; 10 Great Wheel Fortune, £11½; 75 Great Retallack; 10 Collicombe; 5 Ding Dong; 50 Great Wheel Marthia; 10 Marke Valley, £214; 20 Waterloo Insurance, 2s.; 5 North Treaskerby, £22½; 1 Wheel Buller, £100; 5 Treilawny, £14½; 65 Wheel Crebor, 12s.; 100 West Polmear; 10 South Bryn Gwlog, £14½; 4 Billins, £17; 50 Dale, 13s. 9d.; 5 Long Rake, £214; 10 North Nant-y-Mwyn, 5s. 6d.; 3 West Caradon, £214; 2 West Sharp Tor; 20 Bryntall, £23 4s.; 100 Great Wheel Alfred; 150 Mollard, 2s.; 40 Angarrack, 4s.; 10 Old Tolgus; 500 Canara, 8s. 6d.; 100 Dun Mountain; 200 Bon Accord, £1 6s.; 3 West Bryn Gwlog, £24; 50 New Treleigh, 30s.; 20 Creake, £214; 5 Buller and Basset; 20 South Condurrow, 10s. 3d.; 90 East Rosewarne; 50 East Kongsberg, £214; 350 Great Caradon.

FIFTEEN TO TWENTY, and even TWENTY-FIVE PER CENT. PER ANNUM upon current value of shares, in CORNISH TIN and COPPER MINES.
Dividends payable two-monthly or quarterly.

MESSRS. TREDINNICK AND CO., MINING ENGINEERS, SEND their SELECTED LIST OF SOUND PROGRESSIVE AND DIVIDEND SHARES upon the receipt of a Fee of One Guinea.
Review of Cornish and Devon Mining Enterprises, 6s. per copy.
Maps per post of the Buller and Basset, Great Vor, Alfred Consols, the Providence and Margaret Districts, 2s. 6d. each.
Cornish Mines, well selected, pay better than any other description of securities, are free from risks, and entail less responsibilities than banks and other joint-stock companies. Shares bought and sold on commission of 2½ per cent.
Money advanced at 10 per cent. annually, for short or long periods, upon approved Mining Shares.—78, Lombard-street, London, E.C.

BRITISH AND FOREIGN STOCK, RAILWAY, AND MINING SHARES BOUGHT AND SOLD. A considerable amount of money is locked up in mining shares not prominently before the public, and consequently difficult of sale. Messrs. FULLER and Co., 26, CHANGE ALLEY, CORNHILL, LONDON, invite the holders of such stock to communicate with them, having channels for the purchase and sale of shares of every description, independent of the mining market.
FOR SPECIAL SALE:—Messrs. FULLER and Co. have £6500 worth of shares on hand, paying regular dividends of from 12½ to 15 per cent. Also, £2750 worth of progressive shares, upon which from 200 to 300 per cent. profit may be realised in a few months, and perfectly free from risk. Full particulars may be had.
Telegraphic messages promptly attended to.
Bankers: Bank of England.

G E O R G E M O O R E,
1, CROWN COURT, THREADNEEDLE STREET.
In any business that GEORGE MOORE is favoured with, in which he is the buyer, he will give CASH ON RECEIPT OF TRANSFER.

JAMES HERRON has FOR SALE the following SHARES, at the prices quoted, and FREE OF COMMISSION:—
10 Alfred Cons., £1 7s. 6d. 20 Great Retallack, 11s. 3d.
3 Anglo Mexican Mint, £2 2s. 6d. 10 Hings. Down, £2 2s. 6d.
2 Billa, £214. 20 Herodsfoot, £214.
1 Basset, £214. 15 Holmshush, £1 16s. 6d.
4 Bryndorf Hall, £214. 20 East Kongsberg (fully paid up £5), an offer wanted.
1 Bryn Gwlog, £214 8s. 9d. 5 Cumberland Black Lead (£4 paid), 35s.
20 Bryntall. 2 Kitty (Leland), £214.
3 Billins, £17½. 30 Kelly Bray, 18s. 3d.
1 Buller, £214. 30 Lady Bertha, 17s. 9d.
20 Bottle Hill, 10s. 6d. 30 Lady Eliza, 10s. 9d.
20 Buller & Basset, 8s. 9d. 10 Linars, £7½.
50 Bon Accord, 21s. 9d. 5 Long Rake, £10.
2 Carn Brea, £25. 5 Marke Valley, £214.
5 Cobra, £214. 3 Mary Ann, £214.
20 Carn Consols, £7 5s. 20 No. Frances, £214.
10 Caradon Cons., £7 5s. 40 North Miners.
2 Cargill, £16. 3 No. Treaskerby, £20 18 9.
5 Calvadack, £214. 25 North Downs, £4 8s. 9d.
2 Cook's Kit., £29 5s. 20 New Treleigh, £1 16s. 9d.
4 Dale, 13s. 9d. 4 Herward Utd., £7 18s. 9d.
10 Deep Level. 20 North Exmouth, 3s. 3d.
20 Drake Wallis, 14s. 1 New Seton, £48.
10 East Russell. 20 Nantoes & Pen., 11s. 9d.
5 E. Carn Brea, £7 15s. 40 North Rhine, 10s. 9d.
2 East Basset, £25. 20 North Dolcoath, 6s. 9d.
30 East Grenville, 40s. 9d. 20 Nant-y-lago, 16s. 6d.
5 East Caradon, £214. 5 North Croft, £214.
20 English and Australian Copper, £3 6s. 9d. 25 New Frances, 3s. 6d.
10 Gt. S. Tolgus, £2 16s. 2 North Rokear, £10½.
2 Grambler, £11½. 3 Providence.
20 Great Alfred, 10s. 6d. 1 Rosewarne Utd., £22½.
10 Gonnenna, £2. 20 Rosewall Hill & Ransom, 22s. 6d.
30 Gt. Wh. Marthia, 28s. 9d. 5 St. John del Rey, £214.
20 Great Moelwyn, (25s. paid), 16s. 5 S. Carn Brea, £3 8s. 9d.
40 Great Northern Copper, 28s. 9d. 1 Stray Park, £214.
20 Great Northern Copper, 28s. 9d. 1 South Caradon, £202½.
20 Great Northern Copper, 28s. 9d. 3 St. Ives Cons., £214.
And a BUYER of 30 Old Tolgus United, 100 West South Caradon (or part), 50 Carn Camborne, and 100 South Lady Bertha.
2, Adam's-court, Old Broad-street, July 19, 1861.

MESSRS. VIVIAN AND REYNOLDS, 68, OLD BROAD STREET, LONDON, E.C., MINING ENGINEERS, INSPECTORS OF MINES, COMMISSION, and GENERAL AGENTS for the PURCHASE or SALE of MINE SHARES, RAILWAY, and EVERY OTHER DESCRIPTION OF STOCK.
Commission on share transactions, 1¼ per cent. on £100 and above, and 2¼ per cent. on less sums.

MR. C. POWELL, MINE SHAREBROKER,
2, SPREAD EAGLE COURT, FINCH LANE, LONDON, E.C.

MR. EDWARD COOKE, 5, HERCULES PASSAGE, THREADNEEDLE STREET, LONDON, E.C., continues to advise the public generally in the selection of good mining property, either for investment with regard to receiving dividends or for speculation, and will endeavour in his selection to avoid all concerns of a doubtful character. From frequent visits into the principal mining districts, and his extensive correspondence with agents of the most undoubted reputation, Mr. EDWARD COOKE hopes to be enabled to make mining investment profitable to those who may favour him with their confidence.
July 19, 1861. Bankers: London and Westminster, Lothbury.

JOHN RISLEY, SHAREBROKER,
32, LOMBARD STREET, LONDON, E.C.

MR. J. SYKES, SHAREBROKER,
LEEK, STAFFORDSHIRE.

RICHARD CLIFT, MINE SHAREDEALER,
late of Redruth, now 48, THREADNEEDLE STREET, LONDON, where all letters are to be addressed.

MINE IN CARDIGANSHIRE.
MR. JAMES HAMMON, STOCK AND SHAREDEALER,
1, CROWN COURT, THREADNEEDLE STREET, LONDON, has SPECIAL BUSINESS to TRANSACT IN BRYNAMBOR and WEST LISBURN MINES, situate in the above rich mining country.

MR. E. GOMPERS, MINING OFFICES,
3, CROWN CHAMBERS, THREADNEEDLE STREET, LONDON, E.C.
BUSINESS TRANSACTIONS IN BRITISH AND FOREIGN STOCKS AND SHARES.
Terms, 1¼ per cent.—Bankers: London and Westminster Bank.

JOHN GLEDHILL AND CO., MINE AGENTS AND SHAREBROKERS, MINING OFFICES, CORN EXCHANGE, LEEDS.

MESSRS. THOMAS PENROSE and THOMAS PRICE UNDERTAKE ASSAYS and ANALYSES of EVERY DESCRIPTION of MINERAL PRODUCT, FUEL, and MANURES, at Messrs. Richardson and Co.'s Assay Office and Laboratory, Copper Ore Wharves, Swansea.

CHARLES DAVEY AND CO., SAFETY FUSE MANUFACTURERS,
ST. HELEN'S JUNCTION, LANCASHIRE.

STOCK AND CO., LEAD AND SILVER SMELTERS,
PENCLAWDD, NEAR SWANSEA.

MESSRS. C. TOOKEY, F.C.S. and M. W. JOHNSON, F.C.S., ASSAYERS, ANALYSTS, AND CONSULTING CHEMISTS, LABORATORIES, 44, LINCOLN'S INN FIELDS, W.C.

VALE OF TOWY MINE.—HOLDERS of these SHARES, anxious to sell, MAY HEAR of a PURCHASER for IMMEDIATE CASH by stating number and lowest price to Mr. CROWDER, 78, Upper Thames-street, City.

EAST WHEEL MARGARET.—This property not having been sold at the auction held at the account-house, on the mine, on Tuesday, the 16th July inst., the Committee are PREPARED to TREAT with ANY PARTIES who may be DISPOSED to BECOME PURCHASERS up to the 1st August next.
Dated East Wheel Margaret, Ury Leland, July 17, 1861.

ON SALE, FIFTY SHARES in the SIGFORD CONSOLS MINE, at 18s. per share; and FIFTY SMITH'S WOOD, at 35s., both net. An equal number of each to go together. The last call of 2s. on the Sigford Consols has been paid, although not yet due.—J. RAWLINS POSTLETHWAITE, sharebroker, Preston.

A QUARTER SHARE of a RICH COPPER MINE and PLANT TO BE SOLD, on account of ill-health; a private adventure, on the borders of Devon and Cornwall. Has been worked four years. Quality of copper particularly rich.—Apply, by letter, to "A. Z." care of Mr. HERRON, 2, Adam's-court, Old Broad-street.

A LARGE FORTUNE may be REALISED for ONE POUND only.—For particulars, apply to Mr. FREDERICK SMYTH, banker, of Frankfurt-on-the-Maine, or letters addressed to him, 28, Clement's-lane, Lombard-street, London.

TO BE ADVANCED ON SLATE QUARRIES or LEAD MINES, for a term, FIVE THOUSAND FIVE HUNDRED POUNDS.—Apply to Mr. TOLNE, Commercial Chambers, Manchester.

N.B.—WANTED TO PURCHASE, a SLATE QUARRY. State price.

MR. MURCHISON'S REVIEW of BRITISH MINING FOR THE QUARTER ENDING 30TH MARCH, 1861, is NOW READY.
Price One Shilling. At 117, Bishopsgate-street Within, LONDON, E.C.

THE MIDLAND IRON COMPANY, ROTHERHAM, MANUFACTURERS of BEST "YORKSHIRE" and of STEEL IRON TYRE BARS, for LOCOMOTIVE ENGINE, CARRIAGE, and WAGON WHEELS. Also of REFINED, SCRAP, STEEL IRON and "YORKSHIRE" BARS, HOOPS, RAILS, ANGLE IRON, MALLEABLE SHAFTS, AXLES and FORGINGS.

VALUABLE DIVIDEND AND OTHER MINE SHARES FOR SALE, BY PUBLIC AUCTION.

MR. T. P. THOMAS has been favoured with instructions to SELL, BY PUBLIC AUCTION, at Garraway's Coffee House, Change-alley, Cornhill, London, on Thursday, the 1st of August, at Two o'clock precisely, the following VALUABLE MINING SHARES:—
5 Mount Pleasant.
50 North Miners (£1 paid).
6 Old Tolgus United.
20 West Providence.
10 Silver Bank.
1 West Sharp Tor.
2 South Bryn Gwlog.
4 East Tolgus.
25 South Buller and West Penrithall.
10 Great North Tolgus.
10 Ridden (fully paid).
5 Huckleworthy Bridge.
20 Victor Emanuel.
5 West Devon Consols.
5 West Tolvalden.
Persons desirous of putting up shares at the above sale, must give notice of same at the offices of the auctioneer, 2, Crown-court, Threadneedle-street, London, on or before the 25th inst.

FOR ABSOLUTE SALE, BODCOL LEAD MINE, LLANBADARN FAWR, NEAR THE DEVIL'S BRIDGE, CARDIGANSHIRE.

MR. T. P. THOMAS has been favoured with instructions to SELL, BY PUBLIC AUCTION, at Garraway's Coffee House, Change-alley, Cornhill, London, on Thursday, the 1st day of August, at One o'clock precisely, the above VALUABLE and EXTENSIVE MINE, together with the BUILDINGS, MACHINERY, PLANT, STORES, ORES, MATERIALS, and property of the shareholders in or upon the mine, comprising amongst other articles, a 40 ft. water-wheel, with line of rods and 10 fms. of 7 in. pumps; valuable drawing-machine, bridge over the river, sundry tools and plant in and upon the sett, and other articles too numerous to mention.
For particulars and conditions of sale, apply to V. FRANCES, Esq., 37, New Bridge-street, Blackfriars, London; or to the auctioneer, 2, Crown-court, Threadneedle-street, London.

MR. T. E. W. THOMAS, MINING AGENT AND GENERAL MINING SHAREDEALER, 16, HACKINS HEY, LIVERPOOL.
The following SHARES have been placed in the hands of Mr. THOMAS FOR SALE, at the prices affixed, free of any commission:—
20 Mount Pleasant (div.), 10s. 80 Bryn Gwlog, £14½. 30 North Croft, £214.
200 North Miners, £11½. 20 Crowlwin, 10s. 50 Carn Camborne, 21s. 6d.
100 Lower Park, 17s. 6d. 50 South Gernick, 4s. 6d. 50 Dulis (Tin, Limited).
100 Colomendy, £1. 10 Rosewarne and Herland, 100 East Kongsberg Silver (£25 fully paid up), at £1 5s.
10 Herward United, £214. 20 East Seton, 3s. 6d. £214.

JOHN R. PIKE, GENERAL SHAREDEALER,
3, PINNER'S COURT, OLD BROAD STREET, E.C.

FREDERICK WILLIAM MANSELL, MINING OFFICES,
1, HATTON COURT, THREADNEEDLE STREET, LONDON, E.C.
Bankers: London Joint-Stock Bank.

A GENTLEMAN having a VALUABLE IRONSTONE MINE, capable of returning 50 per cent. profit, WISHES to MEET with a CAPITALIST to WORK IT JOINTLY.—Full particulars will be given on application to "C. B." Garreg, Merionethshire.

COPPER AND LEAD MINES in MONTGOMERYSHIRE. TO BE DISPOSED OF, IN SHARES, most PROMISING WORKS, within five miles of the contemplated railway to Llanfyllin from Oswestry.—Apply to Mr. ROYLE, solicitor, Llanfyllin.

TO COPPER MILL FOREMEN.—WANTED, in a healthy part of the Continent, a FOREMAN well acquainted with the REFINING and WORKING UP of OLD COPPER into NEW GOODS. Advantageous terms will be offered to a first-rate hand.—Apply by letter, to "H." care of Mr. Wallis, stationer, 127, Fenchurch-street.

IRONMASTERS.—A PERSON who has had the MANAGEMENT of IRONWORKS at home and abroad for many years is OPEN to an ENGAGEMENT. Highest testimonials and references can be given as to ability and character.—Address, "Z. Y." Mining Journal office, 26, Fleet-street, London, E.C.

WANTED, in a large ALKALI WORKS in LANCASHIRE, a GENTLEMAN to TAKE CHARGE of LABORATORY, &c. He must be fully qualified to carry out the analyses usual in the manufacture, and have had experience in assaying, &c.—Address to Mr. POWELL, care of N. Greening and Sons, Bewsey-street, Warrington.

WANTED.—The ADVERTISER is DESIROUS of EMPLOYMENT as ASSISTANT MINING ENGINEER. Would make himself generally useful. Satisfactory references.—Address, "G. C." Mining Journal office, 26, Fleet-street, London, E.C.

WANTED, a SITUATION as ENGINEER at an IRONWORKS or COLLIERY. The advertiser has had much experience in the management of blast, winding, pumping, and mill and forge engines and machinery, as well as inclines, self-acting and others. Makes his own plans, and superintends all repairs and new erections. Testimonials and references as to character and abilities if required.—Address, "Ferrum." Mining Journal office, 26, Fleet-street, London, E.C.

WANTED, a 50 inch cylinder PUMPING-ENGINE, in good condition.—Full particulars and lowest price, address Mr. E. Kise, No. 27, Austinfriars, London.

WANTED TO PURCHASE, a SECOND HAND or NEW HIGH PRESSURE ENGINE, to drive a saw-mill. Engine to have two horizontal cylinders, about 20 in. diameter, stroke 3 to 4 ft.—Apply to W. O. JONES, Seghill Colliery, near Newcastle-on-Tyne.

SENIOR IRON COMPANY (LIMITED).—The share list in this company has been completed, and the shares have been allotted. Immediate steps will be taken to fix the gas apparatus to the present furnaces, and for the erection of additional ones. It is proposed, when the works are in full operation, to publish a weekly or monthly return of the quantity of iron made and sold.

GREAT TREGUNE CONSOLS MINE.—A SPECIAL GENERAL MEETING of the shareholders of this mine will be HELD at the Guildhall Coffee-house, Gresham-street, London, on MONDAY, the 29th July, at Two o'clock precisely, to lay before the shareholders the decision of Vice-Chancellor Wood in the suit of "Thomas v. Hobler," pronounced on the 15th July in favour of the Company. Also to create new shares for the purpose of vigorously carrying on the works of the mine.
By order of the Board, CHAS. PEARSON, Sec.

GREAT TREGUNE CONSOLS MINE.—The ANNUAL GENERAL MEETING of the shareholders of this mine will be HELD at the Guildhall Coffee-house, Gresham-street, London, on MONDAY, the 29th July, at Four o'clock precisely, at which all the shareholders are earnestly requested to attend.
By order of the Board, CHAS. PEARSON, Sec.

CONNORREE MINING COMPANY (LIMITED).—Notice is hereby given, that an ORDINARY GENERAL MEETING of this company will be HELD at their offices, 46, Dame-street, Dublin, on WEDNESDAY, the 31st inst., at One o'clock P.M., for the purpose of submitting the report of the directors and statement of accounts for the half-year ended 31st May, 1861; for the election of two directors and auditors, and their remuneration; and for the transaction of the ordinary business of the company.
N.B.—The transfer books of the company will be closed from the 18th to the 31st inst., both days inclusive.
F. W. GREENE, Sec.
46, Dame-street, Dublin, July 9, 1861.

THE CASARA LEAD MINE COMPANY (LIMITED).—Notice is hereby given, that the THIRD HALF-YEARLY GENERAL MEETING of this company (which was adjourned from the 8th inst.) will be HELD at the office of the company, No. 27, Austinfriars, in the City of London, on Wednesday, the 31st July, 1861, at Three o'clock in the afternoon, to receive the directors' report for the last half-year, ending 30th June, 1861; to elect an auditor for the ensuing half-year; and to transact such other business as may be necessary, or the occasions of the company may require.
By order, W. SIMPSON, Chairman.
27, Austinfriars, London, E.C., July 20, 1861.

TINCROFT MINING COMPANY.—Pursuant to the resolutions of a meeting of directors, held on Thursday, the 4th day of July, notice is hereby given that a SPECIAL GENERAL MEETING of the shareholders in this company will be HELD at the company's offices, No. 1, Winchester-buildings, E.C., London, on THURSDAY, the 8th day of August next, at Two o'clock precisely, to consider the recommendations made to the directors by the last annual general meeting of the shareholders, and the propriety and expediency of placing this company hereafter upon the Cost-book System as known and practised within the Stannaries of Cornwall, and to pass resolutions in reference thereto.
Dated July 6, 1861. By order of the Directors, HIRAM WILLIAMS, Sec.

Original Correspondence.

PRACTICAL PAPERS ON COLLIERY OPERATIONS—No. VI.
ON THE MODUS OPERANDI OF GETTING COAL, WITH REMARKS
UPON THE PRINCIPAL SYSTEMS EMPLOYED.

SIR,—In describing the various systems of getting coal it would have been a much easier and more agreeable task if a plan or map could have been introduced, showing the workings of each system; however, as that can hardly be expected in the columns of a newspaper, I will endeavour to make it as comprehensible as possible without such aid. It sometimes happens that the strata between two mines is not more than a few feet in thickness. Where such is the case it becomes a question whether it is better to conduct separate workings in each mine, or to work out the under mine slightly in advance of the upper one, in the following manner:—First driving out three levels on each side of the shaft to the boundary of the workings, one for a lodge for water, and the remaining two for ventilating purposes and bringing the coal along. The distance each level should be from the other somewhat depends upon circumstances, but in the majority of cases the levels will answer better with a pillar of 12 yards between each level than any other distance. The length each level is driven without being connected with the other by means of a thrill or cross-cut is, under ordinary circumstances, 30 yards. The air is forced forward by making stoppings in each cross-cut, excepting the one next to the face, which is used for an air-course. It is in these places that the workmen often suffer the most from breathing vitiated air, for it is seldom or ever considered necessary to force any air by bratticing or pipes beyond the air-thrill, unless a deal of gas is generated. Men are frequently compelled, at almost every colliery, to drive thrills up-brow, when the levels have been driven the before-named distance, and in some instances a distance of 60 yards is driven between the thrills. To those unacquainted with mining it may not be understood, but if they will fancy the level to be a tube, 5 feet by 6 feet, and of the length the thrills are asunder, and fast at one end, and at that end a transverse tube of somewhat less size, and 12 yards long, to represent the thrills that have to be driven, and not the slightest ventilation for the whole length of the tube, and you have a fair description of the systems generally employed. This description applies to all kinds of levels or headings, whether the mines are near to each other in position or not. When the levels are driven to the boundary, or rather, within a distance of 120 or 150 yards, a jig-brow should be driven up the incline of the mine to the extent of boundary or old workings on the rise, for letting the coal down the incline of the mine into the wagon or horse-road, and out of this brow levels should be driven parallel to each other at the same distance from each other, as previously given; when driven up to the boundary a work should be commenced out of the top level 8 or 10 yards wide, at right angles with the level, the roof to be supported on timber posts and what dirt or refuse the under mine yields in being worked; when this has been driven through to the old workings the timber should be drawn, and the strata between the mines allowed to fall, and the upper seam worked over the same area as the under seam has been wrought. Sometimes the upper seam of coal subsides at the same time as the strata beneath it, but that does not interfere materially with the working of it, especially if the roof overlying the upper seam stands well. When the roof is tender it sometimes becomes necessary to leave two or three pillars of coal, each 4 or 5 feet square, in each work that is driven up in the under seam, to steady the roof whilst the upper seam is worked out. The same manner of working will apply to each level, only that the upper level should be 10 yards in advance of the one below in being worked back; each level should be worked back in this order. It is next to impossible to work mines separated by only 4 or 5 ft. of strata without losing a great quantity of coal; probably one-fifth will be lost if the greatest attention is paid to keeping the levels a proper distance from each other, and to the general management of the mines, but if system or order does not prevail, I should consider 50 per cent. to be under averaging the loss of coal.

It would appear the principle of getting coal now under consideration is the best adapted for mines lying in this position, if we may judge from the following fact—that I am only acquainted with five collieries, situated in three different counties, where this peculiarity exists, and at four out of the five the before-mentioned system of getting coal has been adopted, after trying various other methods; and at the fifth the system, so far as I am aware, has not been tried. The next system we will take into consideration is a modification of the long wall system, and will suppose that we have a mine at any angle of inclination between 10° and 45°, and a shale overlying the coal suitable for building packs or pillars for support of the roof, and that the cleavage, or bord, of coal is at any angle between 20° and a right angle from the level. The levels should be driven in the same manner, and the same distance apart, as described when treating of the mines lying close together. When the levels are driven up to the boundary it will first be necessary to cut each pillar of coal through to the level above, and the top one to the old workings, by driving at right angles from the levels. When this has been done the 12 yards of coal between each level should be worked back all in one face, the same as in long wall working, with this difference, that the gob or goaf is left behind the workmen, instead of having to pass through it until the whole rank of coal is worked out, as is the case with both pillar and stall and long wall working. The uppermost level should be kept 8 or 10 yards in advance of the one below, and the same order to be maintained throughout the whole number of levels. In working the coal out until each work has had a weight, the roof is supported by timber posts. After a weight has taken place and the roof fallen, two packs should be built in each work, parallel with the level, and be continued as the coals are worked out. The packs should be kept within 4 or 5 feet of the face of the coal, the lower side of one should be at the higher side of the level, and the higher side of the other within a few feet of the level above; each pack should be 4 feet wide at the least. Stone can generally be found to build the packs out of what falls between the two packs as the posts are drawn, if not the gob above will furnish enough. Upon this principle of working a colliery very little timber is required, and it affords the workmen the greatest safety that can be afforded in the hazardous occupation of a collier, whilst I have worked out acres of coal without leaving any coal whatever unwrought; in point of economy it will bear comparison with any other system, taking it in all its bearings. A second jig brow should be driven up to the boundary on the rise, at 120 or 150 yards from the other, and levels out of it to meet the levels from the first brow, so that the workings may be continued without interruption; this should be repeated until the whole length of level is worked out—the same operations may go on on the opposite side of the shaft. I have never known a single fatal accident, or a serious personal injury, arising out of this system of working a colliery. But, as I have previously stated, it is impossible to work all mines upon this principle. Supposing we had a strong sandstone for a roof 20 yards in thickness, it would be quite impracticable to build packs in the manner previously described; or if the cleavage or bord of the coal was at right angles with the rise and dip of the mine the coal would be very difficult for the workmen to get, from always being upon the end of them, besides yielding a far less percentage of round coal. I think it will not be difficult for the general reader to see the impracticability of carrying out one general system of getting coal from the examples already adduced, and the fallacy of advocating such a theory. The system of long wall working answers admirably in some instances: in two mines in particular that I have under my management it would have been impossible to have worked the coal to advantage upon any other system that I am acquainted with. The mines were respectively 17 and 19 ins. in thickness, and an inferior engine coal, with a very strong roof for about 3 feet in thickness—one had a holing dirt at the bottom of the seam of coal, the other was holed at the top of the seam in a soft dirt. The following method of getting them was adopted:—Two levels were first driven in the solid coal, parallel to each other, 12 yards apart, a distance of 20 yards, and a jig brow driven at that distance up the incline of the mine 35 yards from the bottom level, at which point a wide work was commenced, working out a face of 27 yards above the wagon-road, and 5 yards below the wagon-road was worked out, and the coal thrown up brow; the coal on the lower side of the wagon-road was worked out for the purpose of holding the dirt that the wagon-road yielded beyond what was required for building a packing, or wall, to form the wagon-road and support the roof. The same was done in the bottom level, and the whole face of coal taken out to the level above, so that by making and keeping open two wagon-roads a rank of 78 yards of coal was worked out, inclusive of the width of the wagon-roads. The coal was drawn from the face into the wagon-roads by belt and chain in tubs or sledges, and put upon a wagon with a flat bottom, and conveyed to the shaft. From the upper level the coal was jiggled down the incline in the usual way, by the full tubs coming down pulling the empty ones up. The face of coal was worked at that angle that answered the best for the workmen; sometimes the rise end of the

work was 20 yards in advance of the lower end, and at others nearly at right angles to the wagon-road. The roof was well packed with stone, especially for 3 yards on each side of the wagon-road, and no difficulty was experienced in keeping the roads in good order whilst the coal was worked out for a distance of from 400 to 500 yards on each side the tunnel; this, however, is the greatest length that I could recommend anyone to carry a long wall work. If the distance to the boundary is considerably more, the only difference would be that the levels should be driven in the solid coal to within 400 yards of the boundary, then open out the long work, and when the coal is worked out up to the boundary, the coal that the levels were driven through may be worked in the same manner, only working towards the shaft instead of from it. By adopting this method of working the driving of thrills, or cross-cuts, is dispensed with, and at least three levels in the example given, whilst very few tram-rails are required, and little timber. I have never seen the long wall system in any other instance to possess so great an advantage over other systems as in the case illustrated; in fact, at the same colliery, in a 4-feet mine, lying between the two referred to, it has been tried and abandoned, and a modification of the bord and pillar system of working adopted.

The method of getting coal upon what is best known by the name of the Yorkshire system is practised in other counties as well as Yorkshire, but is peculiar to the counties of Yorkshire and Derbyshire; it presents some strong features of the long wall system, the principal difference being that the banks, so called, are worked upon the rise of the mine, instead of upon the level. The width of the banks vary from 10 to 80 yards, and in some instances this may not be considered the maximum width. Sometimes considerable quantities of coal are left unwrought in the pillars between the banks, but, upon the whole, the coal is got without much waste. This system will not answer where the roof is tender, or the floor creeps or lifts; in fact, it is best adapted for the districts where it is most practised; but my opinion is that the coal might be got both as economically, and much safer upon other principles. This system is open to the serious objection of always having the working face of coal at the highest point, and the gob or goaf below; and when it is considered that a sudden fall of atmospheric pressure may allow the gob or goaf to liberate itself of the pent up gas, I think most persons will agree with me in saying that this is a far more reasonable manner of accounting for the great destruction of life and property, for which the county of Yorkshire has attained such an unenviable notoriety, than attributing the frequency of explosions in that district to sudden outbursts of gas. The system of bord and pillar working is conducted to greater advantage in the North of England than in any other part of the country; it may, in fact, be called the exclusive system of that extensive coal field, and probably answers better than any other system would do; but it would be utterly impossible to work mines in many localities upon this system. The bords and headways in the northern district are often driven three times the width that it would be found practicable to drive the narrow work in many districts, from the favourable nature of the roof. Various improvements and modifications have taken place from time to time in this system of working; perhaps the greatest improvement is that of dividing the workings of an extensive colliery into sections, and making each section so far as possible independent of the rest of the workings for ventilating and other purposes, thus reducing the extent of the wastes that require ventilation by the same currents of air. The working out of the pillars is not delayed so long as upon the early principle of bord and pillar working. This system, as practised in some of the well-arranged collieries in the North, has attained a greater perfection than any other system, partially owing to the discipline that is maintained, and having a well organised and numerous staff of officers to superintend each department of underground operations. This necessarily increases the cost of getting coal, and to such an extent, that I was astonished some years ago by a statement received from one of the most rising mining engineers of the North, since deceased, showing the cost per chaldron of coal. It far exceeded that which I had been accustomed to in far less favoured districts. The advantages Nature has afforded to the Northern coal field are very often overlooked when comparisons are drawn between that and other districts. It ought to be considered that the angle of inclination is so slight that workings may be conducted with the greatest facility from the shaft in any direction; that most of the mines are from 4 to 6 ft. in thickness—certainly the thicknesses best adapted for safe and economical working; that extensive tracts of coal are found undisturbed by dislocations or faults, and the roof stands so well, compared with other districts, that it affords every advantage to almost any system of getting coal. Jos. GOODWIN.

SLAG BRICKS FOR BUILDING PURPOSES.

SIR,—To mould the slags of smelting furnaces into bricks or blocks for building purposes, has long been the practice at Freiberg, and several other smelting establishments in Germany. Atmospheric agents appear to have very little influence upon mason work consisting of such bricks (in this respect, however, all would depend upon the chemical composition of the slags), but the buildings thus constructed have a not very pleasant dark plutonic look about them, which defect, however, might be remedied by mixing the slag with some lighter substance, added, perhaps, during moulding. G.

COLLIERY VENTILATION.

SIR,—Mr. Ross admits that economy of fuel is in favour of the machine, also that the effect produced will be the same in each case, even when applied to a pit of 85 fms. (as Seghill is), and I propose to show that it is also the most economical in every respect.

Mr. Struvé, the inventor, says (page 281, Committee 1849) "that a machine, including steam-engine capable of exhausting 196,000 cubic feet of air per minute, would cost 700l." But suppose we say for a machine capable of exhausting 50,000 cubic feet a minute 700l., instead of the 3000l. put down by Mr. Ross. It may be put up where there is pumping machinery, and where enginemen are necessarily employed night and day. Suppose, therefore (and it is ample), we say 50l. a year as a fair proportion of attendance attachable to the machine, instead of the 109l. 4s. noted by him, the other figures as before, we have the following:—

Mr. Ross's estimate. Amended estimate.			
Allowing interest, &c. [copy from July 6]	£240 0 0	£56 0 0	
Attendance	109 4 0	50 0 0	
Oil and tallow	18 17 0	18 17 0	
Coals	78 0 0	78 0 0	
Wear and tear	20 0 0	20 0 0	
Total per annum	£466 1 0	£222 17 0	

And the cost of a furnace—

Interest, &c.			
Attendance	£19 4 0	£19 4 0	
Shaft repairs	78 0 0	78 0 0	
Coals	156 0 0	156 0 0	
Total per annum	£265 4 0	£265 4 0	

That is to say, the saving is 42l. 7s. in favour of the machine.

Mr. Struvé will be able to put us right as to the cost of the machine, which is the principal element in the saving. The objection to its employment from liability to derangement appears to be untenable, if we may judge by the Risca machine. It appears to have gone continuously since its erection, or, at all events, stoppage for repairs does not appear to have caused any accident from fire-damp accumulating in the workings. As to its adaptability to emergencies, if made large enough in the first instance, the quantity of air in circulation in any mine seldom varies so much that the machine will not adjust itself to it as readily as the furnace. Take Hetton for example—in 1849 it had 196,000; in 1853, 225,000; in 1860, 200,000; so that, notwithstanding the increased extent of waste, in 12 years (1849 to 1860) the quantity is about stationary; and had there been machine ventilation there, the machines erected in 1849 would still have been sufficient.

The Risca upcast is 16 ft. by 10 ft., and is 35 fms. deep. On Jan. 3 last (see evidence, page 80), when 36,000 cubic feet of air was passing per minute, the pressure on the water-gauge was 1.5-10ths in. Will Mr. Ross tell us what quantity of coals would be consumed in a furnace placed at the bottom of that pit to pass this quantity of air.

Regarding staples between the Black Vein and the Big Vein, it occurred to me Mr. Ross had not examined my proposal, and I still think so. My proposal is to drive return drifts in the Big Vein (the upper one), and connect these drifts with the Black Vein by means of staples—one every acre, and by this means the intervening strata will be drained of gas, and the permanent air-courses will be more easily maintained. It appears to me that a staple every acre will cost 1d. a ton on the coals produced in the Black Vein. In a goaf of 8 acres there will be eight staples—not one, as Mr. Ross supposes; but should it happen that the manager had reason to suspect that a goaf existed which could only be cleared by an additional staple, he has only to put it down. The working faces would be ventilated in the ordinary way; the staples nearest the faces would be

the returns. The drifts in the Big Vein, and the staples, may be ahead of the Black Vein workings, and there would be an advantage in this. The number of old staples allowed to stand open, and the quantity of air allowed to escape at each, would be regulated by the requirements of the mine; but the quantity of air in circulation should be sufficient to keep every part of the workings and waste ventilated.—RALPH MOORE, Mining Engineer. Glasgow, July 11.

HENDERSON'S PATENTS FOR EXTRACTING METALS, &c., FROM ORES.

SIR,—There has appeared from time to time in your valuable Journal various articles, by Mr. Henderson, on the extraction of copper from poor copper ores, and many of the remarks thrown out by this gentleman are exceedingly valuable. Being much interested in the subject of working poor copper ores, I have searched for all possible information on the subject, and a friend having put into my hands four patents of Mr. Henderson's, assuring me I should find everything required in them, with your permission I will make a few remarks thereon.

The first patent is dated 1853, and is entitled "Improvements in Manufacturing Sulphuric Acid and Copper from Copper Ores," &c. The acid part of the patent I am not acquainted with, and will, therefore, not touch upon. After the ores have been freed entirely from sulphur "they are mixed with ores containing no sulphur and large excess of silica, in such proportion that the free protoxide of iron, and of other bases, may form with the silica proto-silicates. For every four parts of copper in the mixture, one of coal or coke, or other carbonaceous matter, must be used. The mixture is then smelted in the usual manner," and in this way metallic copper is obtained fit for refining. Now, surely Mr. Henderson, when he wrote and claimed the above, could not have been so ignorant as not to know that Mr. Napier had patented the same thing some years before him;—so we have nothing here new in the mode of extracting the copper.

We shall now pass on to 1857, when Mr. Henderson obtains another patent, in which he professes to have discovered something *very new* and grand when he finds that copper may be extracted from its ores by means of hydrochloric acid; but alas! this method of extracting copper from poor copper ores was described in your Journal long before, and is not new; the rest of the patent is practically so absurd as to require no comment.

In April, 1859, Mr. Henderson obtained another patent, for "Treating Ores to obtain certain Products therefrom." The different classes into which the ores to be treated by this patent are divided is quite a study. Those ores from which the copper only is required are treated by the patent process of 1857, which we need not again describe. Ores containing gold, such as gold quartz, are very ingeniously worked by a process described in the *Mining Journal* before the date of this patent; and, if I mistake not, it is a process of Plattner's—I refer to the extraction of gold by chlorine. To obtain silver from its ores Mr. Henderson uses the beautiful process of Ziervogel, invented, I think, in 1840, and also described in the *Mining Journal*. He also prefers, at times, to use Augustin's method of forming and dissolving chloride of silver in a hot concentrated solution of common salt (chloride of sodium). Messrs. Vivian, of Swansea, used this process for extracting silver from copper ores long before Mr. Henderson's patent. It is also stated that after forming chloride of silver it may be dissolved out by hyposulphite of soda. Now, this was suggested by Dr. Percy in 1848, and soon after brought into practical use by Von Patern. Again, to extract gold from copper and iron pyrites, the ores to be treated are mixed in such a way as to yield, when fused, a regulus of from 30 to 40 per cent. of copper; and now, in the language of the specification, page 8, "To the melted regulus I add a mixture of two parts anhydrous sulphate of soda (salt-cake), and one part of coal or other carbonaceous matter." When the requisite quantity of this mixture has been added the doors of the furnace are closed, and the whole allowed to remain in fusion for some time, when it is tapped out. "When the pigs of metal have set, but whilst still hot, they are thrown into a tank or pan containing water, which will speedily boil; the pigs of metal will disintegrate like quick lime." This, Mr. Editor, is certainly a most beautiful idea, but had Mr. Napier not already patented this process of making powder years before Henderson's patent, it is more than likely the latter would never have known anything about it.

And now, Sir, for patent No. 4, dated Dec. 20, 1859. This has nearly the same title as the last. Here Bergmeister's process for extracting copper from poor copper ores by means of sulphuric acid is used, but not claimed. Nevertheless, this is the foundation, and the only practical part of the whole process; the other part, treating of the volatilisation of the chlorides of the metals at different temperatures, is very beautiful in print and theory, but how far practicable remains to be seen. I have heard that some company abroad is about to take up one of the numerous processes of Mr. Henderson, and that the one sought for is the extraction of copper by sulphuric acid. I should like to have Mr. Henderson's particulars of its value.

Mr. Henderson is the best compiler I ever heard of: his specifications are got up in the most ingenious manner, and the different processes he adopts fit into each other admirably. The pathwork is complete. And now, Mr. Editor, I conclude by asking if Mr. Henderson would not have done much better had he expended less money in re-patenting the inventions of others, and made but one short specification, as follows:—The ores are first washed, dressed, and sorted, then treated for the metals they contain in the usual known methods.—July 16. A COPPER REFINER.

TERMINAL CHARGES.

SIR,—As certain coalowners have been making a great noise about the clause fixing a maximum for terminal charges, I think you would confer equal benefit upon the mineral and the railway interests generally by republishing the subjoined extract from the letter of "A Great Western Shareholder," which originally appeared in the *Mining Journal* of Feb. 12, 1859, at which time the charges for carrying mineral by railway was exciting much attention. The writer of that letter stated that the directors of the Great Western Company, in reply to the advertisement and circulars (issued by their opponents), tending to mislead, stated that they thought the best answer to such misrepresentation, industriously propagated to serve a particular object at that moment, would be to publish an authorised scale of rates, as well as the particulars, which was in operation, equally and impartially, with every freighter who might be willing to transmit coals over the railway. According to this statement, the scale of rates over the Great Western lines by contracts, if conveyed over 100 miles in full train loads, under agreement for a term of years, was—

Amount of stipulated annual freight.	Charge added to the freight for terminals and other expenses.	Freights uniform at 7-16 of a penny per ton per mile; if wagons provided, 1-16 per ditto per mile additional.			
		Somersetshire, Forest of Dean, Radstock to Paddington, 124 miles.	Bullo Pitt to Paddington, 128 miles.	North Wales, Runcorn to Paddington, 198 miles.	
£40,000	0s. 3d.	5s. 5d.	5s. 7d.	8s. 6d.	
30,000	0s. 6d.	5s. 8d.	5s. 10d.	8s. 9d.	
20,000	0s. 9d.	5s. 11d.	6s. 3d.	9s. 0d.	
15,000	1s. 0d.	6s. 2d.	6s. 4d.	9s. 3d.	
10,000	1s. 3d.	6s. 5d.	6s. 7d.	9s. 6d.	
Exceeding 5000l.	1s. 6d.	6s. 8d.	6s. 10d.	9s. 9d.	
Total retail charge	1s. 6d.	8s. 0d.	8s. 2d.	11s. 10d.	

N.B. Retail charge over distances exceeding 50 miles a half-penny per ton per mile, and 3/4 of a penny per ton per mile for use of wagons, besides 9d. at each end, without any agreement as to quantity.

From this it will at once be seen, I think, that to the coalowners in many districts the substitution of a fixed maximum for the present mutual arrangement principle, would be positively advantageous to the colliery owner. There may be a few great capitalists who wish the present system to continue; but I certainly think that the majority of coalowners would absolutely be benefited by the change, very many now paying more than the maximum proposed. A SMALL COLLIERY OWNER.

WHEEL CONCORD, AND BASTIER'S CHAIN-PUMP.

SIR,—Until I read last week's Journal I had much doubt whether the new description of pump erected at Wheel Concord would prove of practical utility, more especially as since it was first started the chain has been fractured twice, and from the appearance of the broken links it was evident that the iron in them was anything but what Mr. Bastier promised to supply. Being a large shareholder in the mine, and having every confidence that there is plenty of mineral, I have naturally watched with anxiety the progress made in the draining of the mine, and I am now convinced not only that our pump will succeed, but that we shall have the honour of introducing a machine by which mines may be tested cheaply. I should say that Mr. Bastier has now arranged with Messrs. Nicholls, Williams, and Co., of Tiverton, to supply an entirely new chain of the best iron, and disclaims all intention of supplying chain of inferior quality.

The satisfaction which I derived from reading last week's Journal arose from the following circumstances:—In referring to Mr. Hand's inspection of Bamfylde Mine, I noticed that the capabilities of a 5-in. pump were given, and as our Bastier is 4 1/2-in. I thought there was a good opportunity for a comparison, although the difference of 1/2-in. leaves something in favour of the ordinary pump. Mr. Hand states that the ordinary pump, making 10 strokes per minute, gives 14 gallons of water; and Mr. Levermore states that Bastier's in 6 1/2 hours gave 992,500 gallons, which is equal to 250 gallons per minute, precisely so that in two days Bastier's would raise considerably more water than the Bamfylde pump could in an entire month, which is certainly an extraordinary fact. Mr. Nicholls guarantees that with the chain of his manufacture a fracture shall not occur once in three months, and from the reputation of his firm I do not doubt that he

will do all he promises; then, in the event of breakage a new length (1 yard) of chain can be substituted for that broken, and the pump re-started in three or four hours at most, no fear need be entertained of the water giving any inconvenience. With regard to the friction in this pump, I may state for the guidance of your readers that since it has been erected not a single washer has been renewed, and that there is not the slightest appearance of like upon them.

It seems to me that it will be with this pump, as with many other improved machines that have been introduced into Devon and Cornwall—however good the invention may be, nothing can be done with it unless the manufacture is placed in the hands of the regular makers of mining machinery, so that the quality and strength of the material, and superiority of workmanship, can be confidently relied upon. As soon as the new chain is in, the pump at Wheal Concord will really be of Nicholls and Williams's make, the chain being by far the most important part of the machine, and I have no doubt that the merits of the pump will then be acknowledged, and that Messrs. Nicholls and Williams will then be enabled to obtain plenty of orders for them. It is simply bearing out the old saying that French inventions are useless in England without English workmanship is put into them.—July 16.

WHEAL EMMA, BUCKFASTLEIGH.

SIR,—I see that Capt. Dunstan, at the Wheal Emma meeting, on June 21, stated, in reply to a question, that "From the plan on the mine the distance to the eastern boundary from the furthest east, is 40 fms." Six weeks ago, according to the boundary line on that plan, it was 21 fms. only. The last 20 fms. driven, therefore, cannot have been entered upon the plan, or Capt. Dunstan's statement is incorrect. On the appointment of Capt. Moyle as manager, Mr. Robert Curling, solicitor, of London, and Capt. Robert Dunstan, visited Wheal Emma, and as Capt. Moyle states, directed him to remove the boundary-posts, which are shown on the plan referred to, and place them according to the defined limits of the sett on the transfer papers and the plan on the lease from the Earl of Maclesfield. It is now found that if the real boundary be insisted upon, the most easterly end of Wheal Emma will be seen to have extended into the Brook Wood sett, and the Wheal Emma Company will have to hand over a sum of money to the Brook Wood Company, for the ore extracted and sold. At the same meeting, held on June 21, the following resolution was passed:—"That the proposition made to the Brook Wood Company by the committee, with reference to the water from Wheal Emma, having been declined, the water be turned into the River Merde at the old point of outlet, unless the terms named be agreed to within a month, and that Mr. Paul be instructed to communicate this resolution to the Brook Wood Company."

"It is excellent to have a giant's strength," and this general meeting, the majority of whom were lawyers, were resolved not only to prove they possessed it, but that they could likewise "use it like a giant." Well, Sir, this notice has been served; but, unfortunately for the lawyers, there is a water lease possessed by the Brook Wood Company, direct from the Earl of Maclesfield, which has priority over all the water, and this lease not only commands what that company were claiming, but it gives the power to compel the Wheal Emma Company to deliver the water at a certain point, to arrive at which, after it has done its work at Emma, it will have to run considerably up-hill, which it may not readily do to oblige the lawyers, any more than the shoots of ore will conform to the dip prescribed by the mining captains, for both water and shoots of ore are governed by the laws of Nature, and do not, in direct opposition thereto, conform to the laws of ignorant men. There is another little feature in this affair yet to be discussed, which will unfortunately prove to these lawyers that "the pit which they dug for others, they have fallen into themselves." As the originator of a good mine, I cannot but deplore these unfortunate disputes, which must eventually destroy this property.

July 13.

CHRISTOPHER ROBINS.

GOLD IN WALES.

SIR,—Having a few years since held shares in a mine in the neighbourhood of Dolgelly, and in which after a short trial we failed (or, I should say, the manager did) to obtain a remunerative quantity of gold from the lodes in the sett that were tried, it was abandoned; though myself, as well as a gentleman acquainted with the district, and interested in the same concern, were convinced that the failure did not arise from the want of gold in the veins, but simply from the inefficient plan adopted for extracting it; in fact, the gold was washed away, &c. I was, therefore, greatly gratified to read in the Journal of last week a paragraph relating to the gold mines of Wales, and was induced by the account therein given to extend my journey from Carnarvon to Dolgelly, and to devote two or three days in seeing the mines mentioned for myself; and I am glad to say that I found them fully as good, if not better, than the account given of them. A large quantity of the gold in the Clogau Mines is visible to the naked eye; it can be seen in many places in the back of the level, in small spots and strings, and in some parts of the Clogau level, and, as the gold is so visible, and the work of your correspondent, some stones of quartz contain the gold in small nuggets. I was astonished with what I saw, both from the simple, but efficient, manner adopted by the manager to extract the gold, as well as the quantity of gold in the quartz itself. The lode is, of course, richer in some parts than in others, though it contains gold throughout.

The hills and mountains of the neighbourhood are traversed by very large quartz veins, and the site of the gold-producing district will be found to extend over many square miles; in fact, the gold-producing quartz will be found to be, in my opinion, almost inexhaustible. The whole of the land adjoining the Clogau Mines is taken by different companies, and will, no doubt, be worked with speed. There are several mines to the east of the Clogau level, and, as the gold is so visible, and the work of your correspondent, some stones of quartz contain the gold in small nuggets. I was astonished with what I saw, both from the simple, but efficient, manner adopted by the manager to extract the gold, as well as the quantity of gold in the quartz itself. The lode is, of course, richer in some parts than in others, though it contains gold throughout.

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ASSOCIATION OF NORTHERN MINING ENGINEERS.

The first migratory meeting of the North of England Institute of Mining Engineers was opened in the lecture theatre of the Midland Institute, Birmingham, on Tuesday, under the presidency of Mr. NICHOLAS WOOD, President of the Society. Amongst those present were Messrs. Ferdy Smith, Frederick Smith, Atkinson (Government Inspector of Mines), Bear, Side, Handel Cossham, Woodhouse, Warder, Palmer, Greenwell, W. Mathews, Rogers, Boyd, Fletcher, Livesey, Knowles, Johnson, Warcham, B. C. Harrison, Spittle, Harden, Landale, Beale, Bailey, Jun., W. Stenson, Jun., Bond, Swindell, Cope, Pogmore, W. Williams, Hedley, Ross, May, Brown, Marshall, &c.

The CHAIRMAN, in opening the proceedings, congratulated its members on their progress since the establishment of the institute, in 1852. At their first annual meeting, held in 1853, they had but 80 members, but at the present meeting they numbered between 290 and 300. As they were now assembled in Birmingham—their usual place of meeting being Newcastle-on-Tyne—perhaps a short statement of the objects and work of the society might not be uninteresting to those assembled. The object of the institution, then, was two-fold. First, to endeavour, if possible, by union or centralisation of professional experience to devise measures by which they might avert or alleviate those dreadful calamities which so frequently produced destruction of life and property, and distress amongst the population of the mining districts; and, secondly, to establish a literary institution more particularly applicable to the theory, art, and practice of mining than those at present in the locality of the institute. After speaking on the importance of these objects, the Chairman went on to state what had been done by the society during the eight years of its existence. No less than 80 papers had been read, and from their subjects it would be seen that both they and the discussions on them had been productive of much useful information. First, there were papers which treated on the geological position of the different coal fields, and particularly the duration of coal, the analysis of coal, and the geological features of the different ironstone measures and strata. After these came papers on the practical operation of mining—the sinking of shafts, the working of the coal, the state of the gas in the air, on the ventilating power used for the purpose of ventilating mines, the use of lamps, the underground carriage of coal, &c. This he thought would give an idea of what the society had been doing since its establishment, and he trusted that its labours had not been altogether unproductive of beneficial results. Whatever might be the state of mining in the different districts, it was quite clear that mining in Northumberland and Durham ought to be more advanced than that of more modern districts. He said this in no invidious spirit, but he meant that if the miners of Northumberland and Durham were not more efficient than some others they had not profited much by the experience they had had from the earliest period—an experience which had encountered some of the greatest difficulties in the rudest times. Then, having had the experience resulting from all these difficulties, it was their duty, as northern miners, to visit other districts, and give all the information they could to their neighbours. In this respect he trusted their migratory meetings would be of benefit to others, while, for themselves, they had yet very much to learn; and he felt sure that this interchange of experience between the professional men of every district would be productive of great benefit in advancing the science, art, and practice of mining. (Applause.) The speaker then went on to give a detailed description of the papers which had been read before the institute at previous meetings, for the purpose of pointing out to the subjects on which further information was required. There was, he showed, much to be done in geological enquiries, especially with respect to the ironstone measures and strata, while, on the subject of "long wall" working, they had had as yet no information in the shape of a paper, although one was to be read at the present meeting. The subjects of safety-lamps, of ventilation—especially by mechanical means—and of underground carriage of coals, also required further investigation. Having thus spoken of the objects and labours of the society, the President concluded his inaugural address by referring in feeling terms to those of their members who had been removed by death during the year, and included in the number Mr. Robert Stephenson, Mr. Locke, and Mr. J. T. Taylor.

Mr. SAMUEL BAILEY then read a paper on "Underground Engines." He set out by adverting to the unsatisfactory state of the coal and iron trade in every district, and particularly in South Staffordshire, and then proceeded to enquire into the causes of it. He pointed out that neither the coal, the ironstone, nor the iron of South Staffordshire could be surpassed for quality, and that, therefore, the bad state of the trade could not be attributed to the quality of the minerals got. It was the cost in getting, he said, that was the great drawback—the charges were too much—the royalty was too high—the dead charges were too great per ton on the quantity raised—in fact nearly 2 tons ought to be raised for the sum which was now cost. Mr. S. H. Blackwell, of Dudley, a high authority, had said that there were upwards of 20 mills and forges now standing in South Staffordshire, and that not through want of capital or reckless trading, but from the utter inability of obtaining cheap supplies of materials. The same authority also said that in some instances the royalties on ironstone in South Staffordshire were higher than the entire cost of the ore in other districts, and that these circumstances were acting powerfully against the district. After referring further to Mr. Blackwell's letter on the subject, recently published in a contemporary, Mr. Bailey went on to consider what steps could be taken to reinstate the district in the position it ought to occupy in the trade, and pointed out that while their coal was supplied of ironstone, and the cost of getting it. The question for consideration was, in his opinion, the practicability of reducing the present cost of raising coal and ironstone. The masters had done all they could, both by reducing the colliers' wages and by other means, but had not been able to succeed. And as the masters could do no more, the matter rested entirely with the mine agents. It was for them to bestir themselves, to lay aside the old methods of their forefathers, to improve and re-arrange the pits, workings, and machinery, and economise the labour of men and horses, both above ground, and

especially underground. And with this general reduction of labour, must be combined a large increase in the quantity raised. The subject of his paper had reference to the underground conveyance. By their present method they were in many instances prevented from working their pits extensively, as they otherwise should. By the time the men of the work was 200 or 300 yards from the shaft, the expense of conveyance became so great upon the ton raised that it actually became cheaper to make a new plant, and sink new shafts; and not only so, but it prevented their having more extensive pits, and caused coal to be delivered 6d. per ton cheaper above ground than below. The present method of underground conveyance in this district was that which had obtained for the last two or three generations. The day, however, had come when they no longer met their requirements. To compete with the cheapness of minerals from other districts, brought about by the facilities in transit offered by railway communication, they must bestir themselves, and to do this several things demand their attention. Their winding machinery must be improved, more underground workings must be opened, and ships, wagons, and tramroads must be better constructed, so that instead of raising 7 or 10 skips an hour, 30 or 40 must be raised, and instead of 60 tons per week, 250 or 300 must be raised. Assuming that an area of 50 acres of coal were to be worked, 4 or 5 in. thick, producing 200,000 tons; this, with the present mode of working, would require three or four plants, a quantity not exceeding 300 tons could be raised, and a period of 13 years would be required to work it out. The cost of making these plants would be 5000l., or 6d. per ton upon the whole quantity raised, and the additional charges would make the cost of raising 6s. per ton, so that the lessee would be 13 years before he received back his first outlay. If, instead of the present method, one good plant were made, even at a cost of 6000l., it would be a vast improvement. The cost of winding engines were increased, and if, instead of employing 10 or 15 horses, and drivers to raise 300 or 400 tons per week, an engine were put down, which, with the assistance of five or six horses, would raise 1000 or 1500 tons per week, then the common charges, instead of being 1s. or 1s. 6d. per ton, would be reduced to 6d., and in some cases to 3d., and the seam of coal would be worked out in one-third of the usual period. Thus, by the introduction of steam-power into their pits the whole condition and prospects of the trade might be greatly improved. He had introduced this matter to the meeting under a conviction that if his proposition were adopted it would materially assist in preventing the total collapse in the coal and iron trades of the district, and with the hope of eliciting useful information from members of the institute, he was glad to have the subject discussed. Every mine was supplied with steam-power. In proof of his statement respecting the method of conveyance in use in South Staffordshire, Mr. Bailey referred to three plans he had prepared, presenting three actual cases in point. These instances he applied to show the great saving that would be effected by the introduction of steam-power for underground conveyance.—After a few words from Mr. WOODHOUSE, who concurred with the opinions expressed in the paper, the CHAIRMAN remarked that in the North it was usually considered that when three horses were used for underground conveyance it was a grave question whether an engine ought not to be put down; and that when five horses were required it was a settled question that an engine should be at once set to work.

Mr. THOMAS YOUNG HALL next read a paper on "The Northern Coal Field, showing the facilities of transit possessed by Northern coal-owners, and the benefits that will accrue from the proposed improvements in the River Tyne." The object of the paper was to show that the River Tyne, by its position, its depth of water, and its general facilities for shipment to all parts of the world, was the natural outlet of the coal, &c., raised in the great northern coal field, and a convenient shipping place for the clay and ironstone districts of Cleveland. The Great Northern coal field, he said, was about forty-eight miles long by about twenty-four broad; its area being calculated at about 800 square miles, containing 8,500,000,000 tons of workable coal seams. With the assistance of a large plan, he showed the number of rivers that intersected the field, and pointed out the relative value of various portions of it. He then went on to show how the proposed improvements in the Tyne, if carried out conjointly with the existing railways and docks, and new railway works, would very considerably increase the general trade of the Tyne, and would probably induce parties to transfer their trade from Cardiff and other parts of Wales, and from various districts in Scotland, where the coal is less suitable for steam and general purposes, to the Tyne, thus working out the Tyne steam and other coal districts much more quickly under present leases, &c., than would otherwise be the case, and probably accelerating the period at which an effort would be made to recover the pits now waterlogged and in difficulties. He then went on to show how these improvements could be best effected, and what had been done towards their completion, both by Parliament and the coal-owners of the district. The lengthy and able paper was brought to a close with a number of statistics relating to the natural difficulties and facilities in the north, and the improvements which had been effected. A vote of thanks was passed to Mr. Hall for his able paper, on the motion of Mr. MATTHEWS.

The next paper, read by Mr. ROBERT AYTON, of Edinburgh, was on "Safety-Cages." He first dealt with some of the objections urged against safety-cages—that the casualties they were meant to render harmless need not occur in a well-regulated colliery, and that they did more harm than good, by drawing attention away from what ought to be considered the principal means of securing the safety of the miner, and fixing it upon contrivances which were apt to engender confidence and recklessness. The unanswerable reply to these objections was that the most numerous and fatal of all casualties in the shaft arose from over-winding. Here the goodness of the rope and machinery were not of the slightest consequence. Nor did these accidents occur only in badly-conducted collieries, for they were more apt to occur in the best regulated collieries, where the speed was twenty miles an hour, and upwards, and where the experienced and steady engineers found the greatest difficulty in arresting the cage at the proper moment. In case of an accident from the blowing out of a candle, a moth in the eye of the engineer, or any little occurrence of that sort, the safety-cage was invaluable, and it was, therefore, wrong to say that the invention was rendered unnecessary by careful management. Nor did he think the invention ought to be objected to on the ground that it would cause masters to run untrustworthy ropes, as was suggested by some. This might have been a good objection if safety-cages were made compulsory, but if they were adopted from motives of humanity it could no longer hold. The principal objection, however, was that the loss of life in shafts compared with the loss of life in other parts of the district. Passing by the unfairness of an argument which refused to prevent a small loss of life because there happened to be a larger loss of life arising from other causes, he went on to show that for the year 1860 the number of deaths in the shafts was 182. Having thus established the necessity of safety-cages, he commended the inventors, following in the wake of Fourdrinier, for their efforts to supply the want. He then referred to the conditions which were necessary to insure the action of the safety-cage. Previous inventions, he said, were brought into action by the breaking of the rope, after which a spring gripped the guide rod, but should the rope break on the far side of the pit head pulley, the drag of the long part of the rope, which was still attached to the cage (called the tail rope), might prevent the spring from acting, and so prevent the safety apparatus coming into action. The obvious remedy for this was to increase the strength of the spring, so as to overhaul the tail rope, whatever might be the amount of the drag. But here arose a difficulty—the increasing of the strength of the spring beyond a certain point might bring the safety apparatus into operation by the mere irregular motion of the steam, or its too great speed. This difficulty, however, he believed he had solved, and it was pointed out to him by Mr. Wood two years ago. There were two cases. The complaint was where no part of the tail rope acted by gravity against the falling cage. In this case the weight of the cage was expended partly in accelerating its own fate, and partly in accelerating that of the tail rope which was attached to it. The other case was complicated by part of the weight of the tail acting by gravity against the falling cage. Here they got rid of the complication by setting aside an equal part of the weight of the cage to neutralise the portion of the tail rope which acted by gravity. Having established these two points, Mr. Ayton described his invention by the aid of models, which may be seen in the Museum at Queen's College to-day and to-morrow.—A short discussion took place on the subject matter of the paper, and on the relative merits of Mr. Ayton's and other safety-cages, and eventually a vote of thanks was awarded to that gentleman for the valuable information he had afforded the meeting.

The next subject for consideration was the "Somerset Coal Field," and this was dealt with in two exhaustive papers, read by Mr. COSSHAM, of Bristol, and Mr. G. C. GREENWELL, the former of which related to the northern portion, and the latter to the southern portion of the coal field. With the aid of a large map, Mr. Cossham called attention to the boundaries and areas, and the geological position of the district, and the various districts comprised in its portion. He then spoke of the useful purposes to which the various minerals might be put, and to the means of transit existing, and desirable to make them more valuable. Mr. Greenwell followed with a similar paper on the southern portion of the field, and this brought the sitting to a close at four o'clock.

On Wednesday, a short discussion took place on the paper on the "Somerset Coal Field," read on the previous evening by Mr. Cossam and Mr. Greenwell.

Mr. J. T. WOODHOUSE then read a paper on "The Progress of Mining Engineering in the Derbyshire Coal Field, with a short account of Working Coal by Long Wall." Before doing so, Mr. Woodhouse said he had been requested by the Council of the Institute to read a paper on "long wall" working, but as the subject, while of great interest to the North, was one which South Staffordshire men perfectly understood, he had thought it better to give a description of the Derbyshire coal field, and accompany it with a few remarks on "long wall" working, in order that the subject might be generally interesting to all parties. Mr. Woodhouse then proceeded with the reading of the paper. In the first place he pointed out the boundaries and area of the field, and described its geological features. Having spoken at length on the nature and uses of the coal and ironstone found in different parts of the field, he next proceeded to the consideration of the progress of mining in Derbyshire. The better to explain the matter, he divided his paper into two periods—that anterior to 1826, and that subsequent to 1826. Up to 1790 mining operations in Derbyshire, he said, were carried on on a most limited scale, being confined to horse-gins, rolls worked by men for raising coal, and rough adits, and clay levels for draining. Chain pumps were also used, and windmills were applied as the working power. Coals were carried through the country on the rude wains of the period, and the backs of pack-horses, and it could not, therefore, be expected that, with only these means of disposal, the quantity got was very large. Immediately after that period a great impulse was given to mining in that district by the construction of canals. At about 1826 or 1827, although there was no record of the actual quantity of coal got, it was ascertained that about 500,000 tons per annum were carried up the canals in the Erewash district, and it was calculated that a similar quantity was consumed in the various furnaces and works in the district. And with a slight impulse this state of things continued till 1832. After that railways began to be established, and then the trade naturally received a tremendous impetus, and gradually rose to its present state of prosperity. After describing the various methods of ventilation adopted in different periods of the history of Derbyshire mining, Mr. Woodhouse went on to describe minutely the "long wall" working, but as the subject is perfectly understood in the district it is unnecessary to enter further into it. Mr. Woodhouse also introduced to the meeting a ventilation register, invented by Mr. William Buxton, under-viewer at Springwell Colliery, at Staveley. The instrument is intended to be used in the air-course of mines, especially in coal mines, whatever may be the ventilating power employed. It is most advantageously placed at the confluence of the main return air-course, near the up-cast shaft, in view of the furnaces, where the furnace is used. Its performance consists in—1. The indication by separate fingers upon one index face of the quantity of air actually passing along each return at the time of observation.—2. The registration, by separate pencils, upon one register paper, of the quantity of air at any desired intervals throughout the day, or any longer period.—3. The warning of the furnaceman at any desired intervals to attend to the furnace.—4. The accumulation of proofs that the furnaceman had done his duty, or that any other official has been at the instrument at any required time.—5. The indication of the progress of time. Thus, the furnaceman is at all times cognizant of the state of the return, and can regulate his fire accordingly; also, in the event of a sudden or considerable fall in the indication of any one return, he will send word to the ventilator to examine into and remove the cause. Then the ventilator learns with certainty whether the furnacemen are attentive. He has also certain and speedy warning of any stoppage or diminution of the air currents. The underviewer has the same information as the ventilator,

and ensures the attendance of the latter each day at the furnace to change the register papers, &c. The owner's property and the workmen's lives are rendered more secure, since the state of the pit is at all times communicated with telegraphic dispatch to those most able to apply a remedy in case of need. It is intended also that the registry papers should be entered daily, and preserved in a book at the colliery office, for the examination of the government Inspector at all times, and for production on demand in the event of a fatal accident. A minute description of the instrument followed, and that was rendered more clear by a model and drawings. (The paper relating to the Ventilating Register was read by Mr. W. F. Howard.)—A discussion took place, both on the subject of "long wall" working and the ventilation register, and at its close a vote of thanks was passed to Mr. Woodhouse, for his instructive and able paper.

Mr. STUART SMITH next read a paper "On the Winning and Working of the Cinderhill Colliery, near Nottingham." With the aid of a map and plans Mr. Smith explained in a popular manner the extent, value, and method of working the colliery in question.

The next paper read, by Mr. GEORGE FOWLER, related to the "Working of the Main Seam at Moira, particularly with reference to Spontaneous Combustion." The paper set forth that about twelve miles south-west of Derby there occurred an isolated patch of coal measures, which, from its resemblance in some points to both the Derbyshire and Warwickshire coal fields, claimed to be an outlier of each; and from its position, occurring nearly midway between them, afforded a plausible reason for the theory that it had at some period connected them. As it was neither necessary nor possible to give any detailed description of the structure of this coal field, Mr. Fowler contented himself with simply describing the working of the main seam of it at Moira, in Leicestershire. This he did at some length, explaining that the chief difficulty in working this seam was its liability to spontaneous combustion. So inflammable was the coal when acted on by a current of air, that pass-ways, where wagons stood, or any place where there was an obstruction driving the current of air against the packs, was liable to firing. After describing many curious instances of spontaneous combustion, Mr. Fowler went on to show the precautions taken at various periods to prevent them. In the earliest workings it was the custom to leave a pillar of solid coal on the side of the gate-road; but this was not found to answer well. From the tenderness of the coal, the pillars, unless very wide, were much crushed by the roads, both on floor and roof, were far more troublesome to keep in repair than when packed through the waste; added to which the cost of driving these roads, and the waste of coal caused by leaving the pillars, was considerable. Trials were also made of pillar and stall-work, but that was not found successful. The plan now adopted had hitherto been found to answer best; fires rarely occurred, and when they did there was little difficulty in taking down the packs, removing the heating rubbish, and filling the place with spoil bank. This plan was to pack the gate-roads on both sides with short lengths of cordwood laid in them lengthwise and crosswise, small slack being filled in to make it solid. To raise height, 2 ft. of the nether coal was cut up under foot, and 1 or 2 ft. of the top coal taken down. Inside the waste, and about 4 ft. from the pack or "brattice," a wall of stiff, well-tempered clay, locally called "was," was built; and as this was done near the face, when the workings are their full height, the sinking of the roof squeezes it out, and effectually seals up every crevice. It was not (continued Mr. Fowler) so easy as might have been wished to offer a satisfactory explanation for the causes of this liability to spontaneous combustion, for though the presence of pyrites was generally considered to be the reason, they often occurred without showing any such tendency. Perhaps the presence of salt, which, from its efflorescent qualities, moistened the coal, and assisted in the decomposition of the pyrites, might be a reason. A careful analysis of the Moira coal, compared with others, and an accurate examination of the gases produced in the different stages of spontaneous combustion, Mr. Fowler thought, would throw much light on the subject.—An animated discussion took place on the probable causes of spontaneous combustion.—Mr. J. K. BLACKWELL held that it was attributable to that peculiar oxygen character of free open burning coal which existed before the coal became so concentrated as to become caking. He did not think pyrites had anything whatever to do with it, because the thick coal of South Staffordshire, though very liable to spontaneous combustion, contained no trace of pyrites.—Mr. W. MATTHEWS and other gentlemen, on the other hand, held that spontaneous combustion was owing to the decomposition of pyrites, and many opinions as to its probable cause were expressed by several gentlemen in the meeting, and some interesting facts relating to the matter were elicited. The question of extinguishing the fire resulting from spontaneous combustion was also discussed, and the general opinion seemed to be that the fire should be shovelled out, if possible, and, if it were not possible, that the plan described by Mr. Fowler should be adopted.—The CHAIRMAN expressed his gratification that the subject had been so ably ventilated, and said it was one to which it was still necessary to devote much attention.

Messrs. J. J. ATKINSON and J. DAGLISH then read papers on the "Friction of Anemometers." Mr. Daglish commenced by observing that the proper distribution of air in mines was only second in importance to obtaining a sufficiently large quantity of it, and it was hardly possible efficiently to do this without some method of ascertaining the true quantity in each current, so as to allot to each the proper proportion of the whole. Indeed, without some method of measuring the gross quantity, it would be impossible to know at any hour when the ventilation was sufficient in quantity for the requirement of the mine. The measurement of the velocities of currents of air was, therefore, an important requirement in the proper management of coal mines, and the various methods employed to this end might be classified into three groups. First, by travelling at the same velocity as the current, and noticing the distance passed over in a unit of time; and this could be effected by carrying an exposed flame in the direction of the current at such a rate as to avoid any deflection of the flame from the vertical, and assuming the velocity of the current to be the same as that required in order to produce this effect. Secondly, by timing from observation the rate at which small floating particles were carried along by the current, and assuming their velocity to be identical with the air current itself; smoke from exploded gunpowder, &c., was employed for this purpose. Thirdly, by using machines or apparatus of various forms; and these were again divided into three classes—anemometers having vanes made to revolve by the current, such as those of Combes, Biram, Whewell, Oiler, and Robinson; instruments affected by the force of the wind without being subjected to any continuous motion, such as Dr. Lind's, Hemmatt's, and Dickenson's anemometers; and anemometers of a more complex character, such as Lester's. He then went on to show that the first system—that of using candles—was very good, so far as a certain velocity of current, but that after that they were rendered unsteady and useless. As to the second group, they were rude and uncertain at any time. Mr. Daglish then went on to describe, with the aid of plans explained by Mr. Atkinson, the action of the various anemometers in use, and to point out the advantages and disadvantages resulting from their employment. A number of experiments had been made by the writers of the paper, so as to show the defects of the existing anemometers, and to ascertain the necessary corrections, in order to obtain more accurate results, to show which they had worked out a large number of formulae applicable to the instruments under consideration. These valuable experiments were made by the writers with the aid of a machine invented by themselves. The difficulty of determining the exact velocity of a current of air is well known. The air being invisible, as a result to get out of that difficulty, the whirling-machine was constructed, and it can be moved at a known velocity by carrying the instrument against a still atmosphere. The writers concluded by promising the result of future experiments at a future meeting of the institute.

Mr. HENRY JOHNSON, of Dudley, next read a paper on "Workings in the Thick Coal." He set out by observing that his paper was intended rather for the information of his friends from a distance than for those in the immediate neighbourhood, and he accompanied his remarks with a hearty welcome to those who had come to pay a visit to this district. He then went on to describe, in a remarkably clear and often humorous manner, the names and thickness of each measure, comprising the workmen's stints in each; gate-roads, how formed, &c.; air-heating, how formed, &c.; opening the work, bolt holes, getting the bottom coal, cutting the top coal, nature of the roof, the pillars, cutting in at the bottom hole, damming up; opening new work; firestink; the introduction of top air heading gases (peculiar to the district), and the old method of firing it; the produce of thick coal per acre; produce of the second working; proportions of coal lumps and slack; high royalties, lax mining discipline in the district, and ventilation. With each of these portions of his subject he dealt at length; but as those of our readers who are interested in this matter full understand it, it is unnecessary to enter further into the subject matter of the paper. Suffice it to say it was an able and exhaustive one, and that at its close, after a short discussion, a vote of thanks was passed to Mr. Johnson, on the motion of the Chairman.

The next paper was read by Mr. P. S. REID, the subject being, "Boring through Quick Sands." It was clearly and scientifically handled, and at its close a short discussion took place as to whether it was desirable to proceed further or not. It being nearly five o'clock, it was resolved to discontinue the sitting, and the following papers were left over till the next meeting:—Messrs. Atkinson and Coulson, on Shaft Tubing; Mr. John Daglish, on the same subject; Mr. N. Wood, on Team Wash; Mr. J. K. Blackwell, on Ventilating Machines; Mr. S. Orme, on Seaton Burn Colliery Boiler Explosion; and Mr. E. Lever, on Material for Conducting Air Currents in Collieries.

A vote of thanks was passed to the Council of the Midland Institute, and the Dean of Faculty and Manager of Queen's College, for the use of their rooms during the meeting. The CHAIRMAN then addressed a few words to the meeting, expressing his gratification at the large amount of interest taken in the meeting by the gentlemen of the district, and on behalf of the Institute, thanking them for their attendance. He also stated that the Institute would be glad to hold future meetings, here or elsewhere, whenever it might be desirable to do so.—A vote of thanks to the president, on the motion of Mr. MATTHEWS, brought the proceedings to a close.—Birmingham Daily Post.

VENTILATING OF MINES.—An improved system of ventilating collieries has recently been proposed by Mr. G. MILLER, a working miner of Cambsburg. He considers the pit-head to be the proper place for the furnace to be in use, and he provides that the air shall be carried in from the bottom to the face of each mine where the pillars are forming in a systematic manner, and shall continue until the gas is drawn out of the strata. He considers that the great mining error which is the cause of a number of explosions is the mode of dealing with the road heads or brushing of long wall workings—the air being sent round the face of the workings, the road heads are not ventilated. Mr. Miller contends that he would be very glad were any of the scientific gentlemen who take an interest in mining operations to give him an opportunity of demonstrating in the mine the advantages of his system, and that he would feel himself amply repaid by the consciousness of having saved the lives and health of his fellow-workmen.

MINES TRESPASSES PREVENTION BILL.—The order for the second reading of this bill was discharged on Wednesday, Mr. H. B. Sheridan consenting, at the suggestion of Mr. Clive, to withdraw the bill, in consequence of the advanced period of the session. In moving the second reading, Mr. Sheridan said that there were at present very general and well-founded complaints of the state of the law in respect to trespasses and dilapidations by mining operations. There was very little remedy for mine owners or others suffering from proceedings of this character. The trespasses were most commonly committed by persons who made secret encroachments on the mines of others, and the dilapidation was frequently caused to public buildings as well as private houses on the surface of mining districts. Parties who felt themselves aggrieved in this way had now to seek redress either by means of an application to Chancery or by action for trespass; but the great defect in the law was that before the action for trespass could be taken, the wrong must have been done. The injury must have been inflicted. By the bill before the House he proposed to enable parties to apply to the local magistrates, or to the County Court in districts in which the

The commencement of the English and Australian Copper Company's new smelting works at Port Adelaide was celebrated on May 8. Mr. G. W. Hawkes, stipendiary magistrate for Port Adelaide, laying the first timber. The buildings for the present will consist of a single house 276 ft. long by 50 ft. wide, and will contain six smelting furnaces and two refineries for smelting the poorer ores from the Burra Burra.

BRITISH MINES.

ABERDOVEY.—A. Ede: The squaring of the ground in the engine-shaft has been completed, but by the breakage of the main-rod the driving of the cross-head has been considerably delayed. The heavy work has now been required, and full working order. The stope in the 32, north of the winze, is producing 1 ton of ore per shift, and the south part of the lode in the 12 is producing some very good work for lead. In the cross-cut on the south lode, at the 32, we have some good strings of lead, and of very promising appearance. The dressing department is in very satisfactory state of progress.

ALLT-Y-CRIB.—J. Hughes, July 9: In the deep adit, driving west, there is nothing new; the lode is the width of the end, and some portion of it left standing on the side, as it is too wide for the end to carry the whole; it is composed of clay-slate, carbonate of iron, and some spots of a soft, sandy shale. The lode is about 2 ft. wide, with about 9 or 10 cwt. of ore, but only they are getting shorter as we are approaching the surface, and that speaks well for the 15 and 30 coming in under here—that is, the No. 3, and No. 3 adits driving under this place. In No. 2 adit the lode is coming in strong, with good branches of lead, and a very strong feed of water has been cut a couple of days ago, and I expect a great improvement here in a few days. In No. 3 adit we have cut into the lode a few days ago; it is about 2 ft. wide. We are but shallow yet to expect any ore, but the ground rises fast, and we shall soon be under good backs, and about 30 fms. ahead of this level, on surface. We are still on the back of the lode, and getting a good head of water to the weight. Dressing goes on as usual, only the water on the hill for picking is very scarce. The magazine is ready for powder, and we have not yet any at present.

MINING NOTABILIA.

ASHBURTON UNITED.—July 17: Both sides of the bob are now on the mine, and the engineers are pushing on with all possible dispatch. We hope to start the engine again on Saturday next. The carpenters are proceeding satisfactorily with the erection of the new stamps, &c. I hope in the course of 10 or 12 days the mine will be in full work again.

BEDFORD CONSLS.—Capt. Mitchell, July 18: In the middle ad level the men are driving by the side of the No. 1 south lode. I find by the dialling that we have a cross-cut of 10 or 12 fathoms to drive north from the present end to intersect the same lode. Sims's shaft is sunk on the north lode, and it is necessary to communicate with it. It is not so advisable to drive a cross-cut to the south lode, on the course of the lode, instead of cross-cutting, as the ground is easy for driving, and can be done for less money than it would take to drive the cross-cut, besides having the advantage of better air. Bickie's pitch, in back of this level, will still yield about $\frac{1}{4}$ ton of copper per ton of rock. But the level is not so good as the one above, and will yield about $\frac{1}{8}$ tons of copper. No other chance to notice.

BEDFORD UNITED.—James Phillips, July 16: We are driving by the side of the lode in the 115 west. The lode in the 103 west is 2½ feet wide, and worth 3 tons of ore per fathom. Yandell's and Manuel's stopes, in back of this level, are worth respectively 4½ and 3½ tons of ore per fathom. Woolcock's stopes, in back of the 90 west, are worth 3½ tons of ore per fathom.

BICKLEIGH VALE PHOENIX.—J. Hambly, July 17: The ground in the adit end is much the same as when the managing director left here on Monday last, only a little more water. The indications are good. I think in about another week we shall reach the great copper lode.

THE GREAT COPPER LODE. BILLINGS.—J. Lloyd, June 16: The east or main shaft is sunk, divided for drawing and walking, close to 80, and our progress in this end of the sett is going on very well. The ore is now well cleared and repaired the old workings to the very bottom, which are made in the most curious manner of zigzags, winze from a winze without end, that it is impossible to do any shape of work without first having a level and a communication for air. The lode in the deepest points is broad and powerful, from 4 to 8 ft. wide, composed of ribs of ore, calamine, carbonate of lime, &c., and is of a sottish nature. In the lowest winze there are two excellent slopes, besides a strong lode and ore, although going downwards, and seems as if widening in doing deep; but there are no means of working them at present, as the endless work will fill, draw, and wash out from one winze to the other before anything could be got to surface, which would be a waste of money and time. It is our intention now to drive the 80 ft. eastward under the east runs of ore, besides making an effectual trial for the renowned flat, by so doing to wait the east shaft to be down deep enough for a level to be driven under all the before-mentioned old workings.

BORRODALE (Cumberland).—Wm. Dixon, July 18: We have made a communication with Waddy Pipe by the cross-cut at Rhoyd's stage, and are now driving to the north of cross-cut to prove the extent of the pipe at this point. We are also rising from Charlton stage, which is a continuation of Waddy Pipe to Gill's stage, and have raised a few pieces of wadd at this point. The workings in the Grand Pipe are the same as last week. The wadd is first quality.

BRONTFLOYD.—**Leater, July 18:** No. 1 Lode: We cut the lode in the 13 below
adit last evening. So far as opened it has a most kindly appearance, and has drained
the upper levels; but it will be some days before sufficient can be exposed to speak of
its component parts. This intersection is, as you will remember, 23 fms. below the 17,
and about 30 fms. east of the point of that level, where we are getting the carbonate of
lead from. When the lode is cut through we shall turn and drive upon its course west,
to come under that profitable ground. The winze sinking below the 17, and the rise
above it, are each looking very well, and yielding fair quantities of ore.—No. 4 Lode:—
The tribute pitch above the large stops is yielding a fine work, and looks promising for
improvement.—Thompson's shaft: We have started the dip directed to four feet
from the 17 level, and in the south lode, which, in my opinion, has never yet been
mined in the mine. It will be about 10 fms. long, and will come under the open work-
ings at surface, where the old men are said to have obtained 60 tons of ore. This will
be a final trial of the lode, as we shall intersect it several fathoms below the old work-
ings.—Dressing and surface operations are going on satisfactorily.

BRYNFOFD HALL.—T. Pierce, July 18: Hammersey vein is still without any alteration since last reported upon. The north cross-cut from Page's shaft is the same as when last reported upon. The 100 yards level is in very promising ground, and is daily expected to cut a good bunch of ore. Bostock's vein south appears a little better than it has been, and the sump that we are sinking north of the cross-cut is in ore; the ground; this is very stiff, but we expect it to open every yard. The Grainger shaft is going on still, but we have not reached the rock yet, being about 87 yards deep, which is a strange thing in this neighbourhood, the rock being between 5 and 18 yards from the surface in all other shafts on the take. At Lloyd's shaft we have commenced working on the vein at the bottom of the sump, which is a strong one, and promising well. At Simon's shaft we have the vein, and expect to reach the bottom soon; this is one of the best trials in the take, and very likely to give a fine result. The mine is very rich, and the vein is a very nice one, and is running down enough to cut a

BRYN GWIGIO.—Lloyd, June 10: The engine-shaft is sunk deep enough to commence new levels out, which we are busy preparing to do; at present the lode is tight with but little ore in sight. The engine-shaft is similar, and will be sunk from 1 to 1½ tons per ft. The winze sunk under the 192 cast is not so valuable for ore, when last reported, and yields but common dressing stuff. The 192 west has gone through the shoot of ore which has gone under some feet, and another run of ore may be expected to be cut into, as seen above, shortly. The stope east of No. 1 winze has improved, and will produce 3 tons per fathom. The stope west of ditto is a little brighter, and will yield about 1 to 1½ ton per fm. No. 3 winze is in a bar, and poor for ore, these last few days. The 105 west is without any change, only a fissure of water has just made its appearance in the end, and is getting stronger as we drive.

BRYNTAIL.—Jas. Roach, July 18: The lode in the 10 east is 3 ft. wide, containing branches of friable quartz on the foot and hanging walls, in which there are still small cubes of lead ore, but not sufficient to make a good grade. The winze sinking under the 10 is 2½ ft. deep; the stope rise above the 10 is 1 ft. wide, ore throughout; the whole is being saved for dressing. The stope rise above the 10 is just as when last reported—average yield of ore from 10 to 12 cwt. per fm. In a few days I intend to run the stuff in the stope, and carry it to the floors for dressing. The 25 fm. level cross-cut has not yet reached the lode: from the sound caused by the men working in the winze above, it appears to be very close. The drivage is still in very hard gritstone.

CALSTOCK CONSOLS.—Wm. B. Collom, July 18: In the 48 west the lode is 3 feet wide, composed of mundie, quartz, peach, and ore; in the 48 east the lode is 2 feet wide, composed of mundie and peach, with a little ore. In the 24 fm. level cross-cut to intersect the caunter lode, the ground contains branches of ore. In the 12, driving west of the caunter lode, there are about 2 fms. of the neck of the lode, which is a little brighter than regular here, and from an appearance of the rock it is expected to find an improvement. In the back of the caunter lode, the stope is expected to rise to the east of the cross-course, in the expectation of meeting with the continuation of the ore ground gone down in the bottom of the 38. In the stope and niches there is no alteration.

CAMBORNE CONSOLS.—William Roberts, July 16: In the 50, driving east on the caunter, the lode is nearly 1 ft. wide, composed of spar, mundie, and stones of ore occasionally. Other bargains are much the same as for some time past. We expect to sample next week 8 or 10 tons of ore.

CARADON CONSOLS.—W. Rich, July 16: The lode in the shaft, on the cross-cut north and south, are without any alteration to notice since last week. The lode in the winze still produces good stones of ore, and is of fair size.

CARDIGAN CONSOLS.—J. Sanders, July 15: Our pay and setting was on Saturday when the following bargains were set:—The 30 to drive east, at Bog shaft, by four men at \$1. 10s. per fm. The 30 to drive west by six men, at \$1. per fm. The 30 to drive west by four men, at \$1. per fm. A shaft, in bottom of the 20, by two men, at \$1. 10s. per fm. Copper stopes in bottom of the 20 west, by four men, at \$1. 10s. per fm. The deep adit to drive east and west, 2 fms. each way, and cut a plat below the level, as per bargain, by nine men for 35d. The stope in bottom of the 20 and west of winze, is not set, but I expect to set again in a day or two. The 30 east and west, are set, and are paid at present. The 10 to drive yielding copper ore, is not set. The stope will yield about 1 lb. of copper ore, 8 cwt. per ton, and the deep adit $\frac{1}{4}$ ton per fm. We sampled, on Saturday, 14½ tons of lead, and 6½ tons of copper ore, making, for the last four months, 52 tons.

CARN CAMBERE.—W. C. Vivian, July 13: The shaft has been cleared 3 ft. below the back of the 12, so that we shall soon be able to commence operations at the level named. The progress of clearing the shaft has been slow, in consequence of the large quantity of stuff and timber which had run into it from near the surface, and with which it was completely filled for some fathoms above the 12. We have commenced opening it on what we supposed to be a caunter lode at the adit level, and have cut into a beautiful looking lode, composed of gossier, and containing some small pieces of copper ore, and a tolerable good quantity of stuff. This has been cut through 3 ft. without the south wall being reached; it does not appear, however, to be a caunter lode, but the main part of the lode on which the adit has been driven, and which the old workers had allowed to stand to the south unexplored. It would, therefore, appear that in rising in the back of the adit we have only a north branch of the lode, which from its underlie will form a junction with the main part at a short distance below the adit. In this rise the lode in the eastern end is 1 ft. wide, of solid yellow copper ore, and in the western end about half the size, of the same quality. The last taking down of this lode produced a splendid pile of copper ore. As soon as the 12 fathom level is clear I shall extend the caunter shaft to intersect the lode standing south of the old workings at the adit level, which we have

just discovered.

C. F. CILLEN, J. Williams, July 17. The 73 yard level, driving east of the wheel shaft, has yielded good stones of lead ore, and the ground has become very hard about the lode. The lode continues in size from 1 to 2 feet wide, and is by all appearances a very encouraging lode. The rise in back of the 73 is progressing satisfactorily, the lode having taken a heave by a shale bed, which has rather disordered the lode where it crosses at this point, and it has not produced the usual quantity of ore, but still good blotches of ore are in and out the shale; after getting properly through the shale I expect to meet with the run of ore seen in the 60 yard level, on the north branch, which seems to be the bearing channel above the said shale bed. The 60 yard level, driving east of footway-shaft, is without any alteration of importance; it continues to produce good ore, more so in the back of driving the lode; in the back it is 18 inches wide, an important character, but is not so large in the present end; it seems that the large vein has disordered partly one side of the lode, especially where it drives, but the large vein, which is a good one, is in the 50 yard level. I have put two men to cross cut the 50 yard level north to intersect the north lode seen in taking the 60 yard level west of footway-shaft, which is still looking well; we calculate to intersect the same lode in the 50 yard level by this day week. The Pulley shaftmen have completed cutting down the shaft, alide, etc., and have commenced sinking the shaft below the 73 yard level to-day; the ground at the bottom of the sinking is looking very promising.

WEST RHOSSESSOR AND EAST COED-YR-HENDRE.—I have just received a private prospectus of this mine, near Mold, and it is seldom an opportunity occurs in which, as a practical miner resident continually on the spot I can, without fear of curtailing, speak with confidence of so promising an undertaking. It always becomes a pleasure to do so, when the prospectus and the facts are identical with mining, for though, as in this case, I am quite unconnected with the company, yet I have confidence that if a few more of this class of mines were undertaken it would eventually result in the establishment of a just value on this much-neglected district. We have here a junction of the best lodes and cross-courses which has served to enrich past generations that have proved productive on all sides, and yet untouched in this piece of maiden ground; and as I shall subscribe my name below, I shall be most happy to render any information on the merits of this sett, of which I can be the more positively speak, having thoroughly inspected the renowned Hendre Wood Mine in the days of its prosperity, and of the measures which traverse the line of vein from west to east. I shall be truly glad to see this property realise the most sanguine expectations of the adventurers who have undertaken it, and I trust it will be the means of infusing a more animated spirit amongst the mining community than has recently been given to poor (?) Piltathire.—**WILLIAM FRANCIS: Bryn Griffith, near Mold, July 18.**

WHEAL FREDERICK.—Under this title is about to be worked a tin mine situated on Dartmoor, and containing within the limits of the sett three lodes, possessing the requisite characteristics to induce trial of them. The mine will be divided into 2000 shares.

THE THREE CADADONS—SOUTH, EAST, AND WEST.—SOUTH CARADON is a good sterling English mine, and worked in a miner-like manner, with steady dividends and large reserves, and by the present mode of working is likely to continue for years; it is divided into 51½ shares, and upon a paid-up capital of 17. 5s. per share has paid in dividends 346½. per share. The manager deserves very great credit for the way in which he has carried out this undertaking, the shareholders have every confidence and their dividends are paid regularly, and without much variation. This is one of the best, if not the very best, copper mine in the county of Cornwall.—**EAST CARADON** is a young mine, and as far as it is opened out is one of great promise, but some of the writers in the public press have greatly exaggerated its worth. In the leading article of the *Mining Journal* last week the writer devotes a great space to the praising of this mine, and we will take his own words that the mine for the next year will pay dividends of 10s. per share every three months; this would be 2l. per share for the year. Now reckon this at a six years' purchase, and the price of the shares would be 12l. per share, whereas they are quoted at 24l. per share, or about 147,000l. for the mine—an enormous amount. Those who hold these shares are not very likely to get this money back again in dividends. The mine is not likely to be worked for nine months, and if it is not, it should fail, where would the property be? It is a promising mine, respectable, well managed, but very much too high in price.—**WEST CARADON**: "Ah! what a falling off is here." At the beginning of the year these shares were 80l. per share, they are now about 42l., and very likely to go much lower. Here is a mine that has been worked upon the opposite principle to South Caradon; no sooner was a fine bunch of ore discovered than it was taken away as fast as possible, large dividends paid for a time, and the result is little or no reserves, lessened dividends, and great losses made by those who invested at the high price. According to the latest report the mine is looking very bad indeed. A respectable agent inspected this mine very lately for a shareholder, and he states that most of the ends are poor, and that he can see no more ore in Menadue hole than is already in course of working; and, therefore, there are no reserves. He further states that he has carefully examined the different points of operation, and the ore ground available is very limited indeed, and that the present samplings cannot be kept up unless some discovery takes place, and of which he can see no immediate prospect. This, coupled with the reports from the agents of the mine, looks bad indeed, and the directors would do well to do as the writer of the *Mining Journal* would have the respectable agent to advise with them relative to the future working of their property; if the ore is taken away as fast as is being now done, depend upon it that instead of receiving dividends the shareholders will have to pay calls.

OLD TOLGUS.—The lode in the 52 west continues to improve, about 5 tons of good copper having been drawn from that level during the week; the lode is 3 feet wide, producing full 2 tons of ore per fm., and the remainder of the lode is worth 5 cwt. of tin per 100 sacks. The lode in the 42 is 2½ ft. wide, producing stones of copper ore, letting out much water, and improving.

SOUTH CANADA WHEAT. HOOPER is much improved, and at last seems likely to become a mine of some note in this notable district. A lode is hourly expected to be cut in the north cross-cut, which is yielding much water. The driving at the 62, on the course of the lode, is yielding good stones of ore and improving, with most interesting appearances, such as have not been seen in any part of the mine before. Perhaps the most important change is in the engine-shaft, where the lode is inclining to the west; and, as the only general rule in mining throughout all districts alike, the most profitable more miners will be hoped that with the patience here displayed and money expended good results will be near at hand.

THE BRYNAMMOR MINE (Nant-y-Mwyn district).—A deputation of the shareholders of this mine visited the sett, and went underground there, on Saturday last. They found all the machinery working exceedingly well, being new and in perfect order, and of excellent construction. The winding gear, consisting of two engines, has not been extended to much depth, but the lode seen in the shaft, 11 fms. under the surface, and 4 fms. under the adit, is of the richest description, containing lead ore in large and massive cubes, filling branches 6 or 7 in. in width, through a lode 8 or 10 ft. wide, and yielding ore in large quantities. This seems like the upper section of a considerable formation of ore. It is in the neighbourhood of the great Nant-y-Mwyn Mine, the yield of which has been measured by hundreds of thousands of pounds, and it is not improbable that this may make a similar mine. The engine-shaft has not yet touched the lode; it has to be sunk 4 fms. yet to intersect the vein, but the course of ore is so porous that it is perfectly well drained by the engine-shaft, and it is probable that when the shaft is sunk into the lode a very rich discovery of ore will be the result.—July 17.

THE NORTH HAFOD, OR DEVIL'S BRIDGE MINES.—Agreeably with the determination we had formed and expressed in your last Journal, we took tourist tickets on Wednesday evening last, and, at 6 o'clock on Thursday morning, started from Paddington, as a deputation of four of the company, to examine the North Hafod Mines, situate at the far-famed Devil's Bridge, in Cardiganshire. Passing through Birmingham, Shrewsbury, and Oswestry, we reached the termination of our railroad journey at Llanidloes, 20 miles from Devil's Bridge, and 29 miles from Aberystwith, at 3 p.m. After making a good dinner at Llanidloes, for we had no time to get any refreshment en route, and I would say, *par parenthese*, we had no time to be any more tourists than we live to be the common tourist of the line, taking the line to be a small hamper lined with edibles and succulents hardly, unless they wish to diminish their specific gravity during this hot weather, there being no time for refreshment on the rail. We started by coach for the celebrated watering-place of Aberystwith, where we arrived at 8 p.m.; and, in consequence of the exhaustion alluded to before, we laid in a good supper, visited the Castle, the Marine-terrace, and hunted up the Lions, which in that locality are more noted for their hospitality than any other quality. Early on Friday morning we were again on the road, under the traction of two valiant horses from the Lion, and amid a tremendous rain, reached the Devil's Bridge, passing various lead mines and a number of beautiful and interesting water-falls. The road is a fine one, running on the banks of the river 1000 ft. above. At the Devil's Bridge we were in our own grant, and, although the rain came down in torrents, the views of the sparkling water-falls below through the mist seemed like magnificent pictures enclosed in leaden frames. It is impossible to describe the charming cataraacts seen through vistas of 1000 ft. of perpendicular cloud and rain; and my fellow-travellers, not so much used to the beauties of the scenery this part of Wales presents, were very properly in ecstasies at the grand sights. But we had not much time to spare, as we had to pass through $\frac{1}{4}$ mile of the sett from the Bridge to the workings. Arriving on the spot we found the miners at work, and, after a short time, having obtained permission to go down, we descended in which the lode was to be seen, full of black oxide of iron and the chromates of lead, 3 or 4 ft. big. This seemed a very promising vein; not enough had been done to show the full extent of the old excavations, but we found what we did not expect to find—some nice lumps of solid lead ore in the old attle; and, when the work is further opened in all probability we shall find its source in the workings of the mine, which, although only a few feet below the surface, have a very promising appearance, and such as I have frequently noticed over extensive formations of ore in this part of the great Cardiganshire lead district, now making great fortunes from almost every mine, without exception. On the surface, the lode is not so long, but it is low, and the lode is not so high as the pit or surface shaft, further north; and as some thousands of tons of ore have been excavated to the east, upon the same lode, and upwards of 360,000^{wt}. worth of lead had been raised from the same vein to the westward, judging from the nature of the goosam only 8 or 9 ft. from surface, I am of opinion when we sink a little deeper we shall find a good "pot" of lead; but from time to time we will keep you conversant of our progress.

LONDON GENERAL OMNIBUS COMPANY.—The traffic receipts for the week ending July 14 was 13,602*l.* 5*s.* 11*d.*

PORT PHILLIP AND COLONIAL GOLD.—**Mr. Bland, May 25:** The quantity of quartz crushed in the month of April was 2530 tons, yielding 2120 ozs. 14 dwts. 21 grs. of gold, or an average of 16 dwts. 18½ grs. per ton. The receipts on Clunes account were 3730l. 9s. 11d.; expenditure, 1425l. 2s. 2d.; showing a profit on the month of 2305l. 7s. 9d. The machinery was all in good working order. A remittance of 2000l. has been received by this mail.

GREAT NORTHERN COPPER.—May 25: It is with much satisfaction we refer you to Capt. Pascoe's reports of the continued favourable character of the Nucacena Mine, from which such large returns of ore will be so speedily realised; the deal work being now in such a state of completion as to admit of its being done with little delay. You will also be gratified to find Capt. Pascoe has now ample hands, and intends at once to vigorously prosecute operations at the other mines of the company. We have shipped in the *Colchester*, for Melbourne, 65 tons of copper ore, which is to be transhipped for London, and you will please to cover this in your open policy of insurance. In addition to the present shipment, you will observe Capt. Pascoe advises having sent to the mine 40 tons of good ore, and has 70 tons ready for the drays on the road to haul, besides 200 tons at surface ready to clean up. This, we think, will be highly gratifying to the shareholders, as it must be borne in mind that it has been produced while the greater part of the late operations have been on dead work; the late rains will facilitate cartage, and we may look to having large parcels of ore at Port Augusta ready for shipment. Capt. J. B. Pascoe (May 17) reports—"Since my last we have sunk the shaft D 11 fathoms below the deep adit level; we shall sink it 3 feet deeper, and then drive to communicate with the winze C in the 10, below the deep adit. As soon as we have done this, we shall drive the ore level, and we shall have a good haulage road, and take away the backs for ore. We have a haulage pole standing by the side of the shaft to the surface; it is large, and shows good copper ore in all places where we have cut to it; this looks well, and I hope in another month to be raising a large quantity of good ore from this part of the mine. The lode on section 2 is 15 feet wide, composed of gossan and copper ore of good quality. The lode in section 5 continues good. We have sent to the port 40 tons of good ore (35 per cent.), and have 70 tons of same quality cleaned up and ready to send away; also, about 200 tons at the surface to dress up, which we shall push on, as there are many drays on the way up. We have plenty of rain and good weather, and the drays are all ready to haul. We have 200 men at the mine, and employed in all, and have 22 good miners from the Burras. Burras near at hand, on the way up. I shall start a party of miners to the eastern mines immediately, so that the Nucacena, Oratanga, Wheel Stuart, Chambers' Consols, and the Mooroo Mines, will all be working in ten days from this date."

is now 44 fms. 1 ft. east of Cope's, and is being pushed on by eight men. The ground now has been favoured the last fortnight, but is tight at present. More progress would have been made but the engine could scarcely keep the water; in fact, it was 4 ft. deeper than on the place three days last week. The south end remains as last reported; a good lode on two pieces, between 20 and 30 ft. thick, and a fine strong lode right through the property. Barker's whim-shaft has been sunk 8 ft. deep, capable of raising all the ore for 80 fms. north and south and under the hill. With regard to the mineral claims on Yorke's Peninsula, I have to inform you quite positively that the survey of the same has been made; they contain together 150 acres. I would like to mention a section 494 joins 392, in which latter section a lode of great value has been discovered.

KAFUNDA.—**May 25:** The men driving the 60, east of Brox's engine-shaft, to cut that part of the main lode, but met with soft ground and water, which made the driving slow and troublesome, and the men had cut several branches full of rich black ore, and the ground generally was considered indicative of a rich lode. Theoretically the men are employed in opening up fresh tribute ground at Lanyon's shaft. The March ores were 282 tons of 17½ per cent. average produce, equal to 48½ tons of pure copper; and the yield for April was estimated at 330 tons wet weight, and as of higher average produce than the ore lately raised. The suspension of two of the furnaces owing to the want of a new chimney stack, and the want of poor sulphur ores (which were then being raised) has caused a considerable accumulation of copper, and a consequent decrease in the make of copper, but this would soon be corrected. The shipments advised are 20½ tons of copper, per *Sussex*, Melbourne to London, and 26 tons per steamer *Aldinga*, to Melbourne, for transhipment to London.

SCOTTISH AUSTRALIAN.—**May 21:** Good Hope Mine: Dickson's shaft went down 24 fms., leaving 6 fms. further to be sunk before the lode could be cut by driving in the 30. The progress made in sinking the shaft continues to be slow, in consequence of a considerable quantity of water being met with in going down, but it is stated not to be half as much as present appliances are quite able to cope with. The ground continues to be of a most favorable appearance as before. The object of ascertaining whether the rich surface deposits of the lode are found in the same depth continues to be steadily pursued by the superintendent and those at the mine, but a little more time must elapse before a decisive result can be attained.

BON ACCORD.—May 25: Operations have been vigorously prosecuted, and principally consisted in carrying down the engine-shaft from the 40 to the 50, sinking two winzes from the 30 to the 40, and the engine lode, and driving out the lode north and south from the end of the 40, west from the engine shaft. The engine and pitwork continued to work well. The Burra directors visited their mine last week, and when in the neighbourhood walked over to the Bon Accord. Mr. Ayers (the secretary of the Burra) brought down some stones that he picked out of the stuff raised from the engine-shaft and levels driving therefrom in the 40, which determine, without a doubt, the existence of malleable copper and black and yellow ore in the lode, which has hitherto been only strongly stained with green. I think the problem is now in a great measure solved, and that the lodes in the Burra and Bon Accord will eventually prove to be continuous, although a deep bar or cross-course, has cut us off from any portion of their rich deposits near the surface. The country at their deep levels is identical with what is now showing at Bon Accord. Yellow copper has been almost simultaneously cut at both places, and although I have no particular authority to quote, I am convinced they are of opinion that the lode we are now working upon is connected with one called Aliens, in the Burra. You will see by reports that the ground is still favourable at the engine-shaft, and sinking to the 50 is progressing very favourably.

WORTHING.—May 25: The Bremer Mine was progressing favourably, the ore improving in quantity and quality. The expenses in the last month, including 5000/ for machinery and hogsheads, were 1638*l.* 16*s.* 7*d.*; and 47 tons of regulus had been shipped per *Orwell* for London. Ore raised in the month, 110 tons.

DUN MOUNTAIN.—May 9: Since our last advices the *George Cunningham* has arrived here with the wagons and other materials for the railway, and a large portion of the land is now sown in good order. From Mr. Pitt-Gibbons's report of the progress of the railway, we see that the work is advancing satisfactorily. The weather has been extremely wet, and the pits and the roads are in a very bad state of repair, and the contractors will all complete within the time. We are about inviting tenders for the remaining seven miles from Walroa Saddle to Brook-street, Nelson; and the time for the completion will extend to about four months from June next. We have now agreed for a right of passage with all the owners of land at the outskirts of the town.

WHEAL ELLEN, May 23: The operations at the mine were going on satisfactorily, though some loss and delay had occurred by the overflowing of a creek or the stamping and dressing machinery is situated. The local committee had visited the mine on May 1, and agreed to the following report:—"The local committee visited the mine on the 1st instant, and remained until the following day. They carefully inspected the works in progress, and made a partial survey of the property. The operations, as anticipated, were proceeding well, and with energy and judgment, and the fresh discoveries underground, and haulage from disintegrators, had afforded satisfactory promise of permanent prosperity to the company. Sites were determined upon for the erection of the engine, smelting-house, workshops, and other buildings; and plans, estimates, and minor details taken into consideration. The observations made confirmed a favourable opinion as to the character of the lodes, and extended the conviction that suitable machinery and appliances would soon render the mine profitable and important mine." Mr. A. Scott concludes his despatch as follows:—"On the whole, I am happy to state that my confidence in the intrinsic value of the mine is decidedly increased, and, so soon as we get up the requisite machinery and other appliances, the returns, which are now very trifling, will begin to come forward in earnest."

ENGLISH AND AUSTRALIAN COPPER.—May 25: There were eight furnaces and two refineries at work. The stock of coal at the works was 2531 tons, and of firewood 4918 tons. The quantity of coal at Kapunda was 1820 tons. The make of copper and the other operations of the company were proceeding very satisfactorily.

GREAT BARRIER.—April 30: This company has received by the mail this week the following report on its copper mine, by Capt. Wm. Rowe, who was specially engaged to inspect it:—At the request of Mr. Heale, I accompanied that gentleman and Capt. Holman, on March 20, to the Great Barrier Copper Mine, and after a careful and minute examination, I beg to submit you the following report:—I do not think it necessary to enter into any general description of the mine, or to refer to the geological characteristics of the formation in which the lode is found, as I presume that former reports will have fully explained these matters to the directors on these subjects; I will, therefore, confine myself more particularly to the operations at the mine, and to the means necessary for its further development. Since the mine was taken over by Mr. Heale, Mr. Owen has directed his attention more particularly to the management of the mine, and has, at the same time, raised the level, and for this purpose a winze has been sunk on the course of the lode 12 fms. north of the level, and the winze has been sunk to a depth of 30 fathoms, and the lode has been extended in a northerly direction about 30 fms. The ground in the winze appears generally to have been of a favourable character, but towards the bottom of the winze the ground is not so ore as the average of the vein; the shaft, which has also been sunk on the course of the lode, has throughout been in ore ground of more than average quality. The lode has been driven in a zigzag direction, and wherever it has intersected the lode the ground has been of the usual character; but beyond the point where it communicates with the shaft there is a decided improvement. The lode itself appears to be more concentrated, and the ground favourable. The present explorations, however, appear to me to be deficient in some important particulars. In a lode of such width and character as this is, all explorations should be of large size, and should not be the case; the level is much too small, and might be driven of a much larger size, at an equal expense; but to prove the permanency or otherwise of any improvement in the lode conclusions must be had to stoping, as without this it will be difficult to arrive at correct conclusions. As little has been done in the north hill, but this has been only on a small scale, though not very extensive, it shows some results of a favourable character; they prove that ore continues in depth, and that it does not deteriorate in quality; the ground is generally of a more favourable character; this is especially below the 12 fm. level, where it is both wider and of a lighter colour than usually is the case. It also appears to be more concentrated, and in the northern section of the explorations there is a decided increase in the quantity of ore. I am decidedly of opinion that the results of these explorations warrant their continuance, and there are two points upon which I think it necessary to be informed as speedily as possible—whether the ground continues to improve in depth.

...the ground continues to improve in depth

NANTES AND PENRHWA.—H. Boundy, July 13: Eystantean. In the 10, below adit, both east and west, only a part of the lode is being carried, so I am quite unable to set a true value on it before the lode is all taken down, which will be done in the course of a week or ten days. I think the best part of the lode is standing. Reese's level, east of cross-cut, is again improving, worth now 8 cwt. of ore per fm. In Rows' level west of the lode in the drive is nearly all muddled, but there is some lode still standing on the level of the lode, which I have ordered to be taken down in the next week. The lode in this part of the mine on an average are yielding from 8 to 10 cwt. of ore per fm. —Bwlchwyn: The 30 east is yielding 8 cwt. of ore per fathom. Tribute price varying from 7 to 11. 10s. per ton.

—H. Boundy, July 13: In reply to your letter of June 27, respecting the 30 east, at Bwlchwyn, I beg to inform you that we shall be in a position to stop the ore ground which we are now passing through in the course of another month. We have plenty of air, and every facility for working above this level. I should like to see this level extended a little further east before I would recommend the driving of the 40. In answer to yours of June 29, we have fixed pipes in the shaft at Eystantean, which have quite remedied the foul air, so we shall not be affected again on that point either in driving or sinking. In reply to yours of July 10, respecting Capt. Paul's report, he only valued as much of the lode as was to be seen in the drive. I would have remarked that since we cut through the lode in the bottom of the shaft only a part of it has been carried in the drive; the lode standing will be stripped down in the course of a week or ten days, when you shall be duly advised of its value. The 30, at Bwlchwyn, is just the same as it has been for some time past, worth about 8 cwt. of ore per fm.

NETHER HEARTH.—W. Vipond, July 13: We have been cross-cutting both north and south this week from the end, and have found the limestone on both sides. The lode at this point is 25 ft. wide; near the south wall we have good ore setting up about 2 ft. above the bottom. In the 42, east of King's, the lode is 2 ft. wide, composed of soft quartz, prill, muddle, and a little copper ore; ground favourable for driving. In the 49, west of King's, the lode is 25 ft. wide, now opened out for 14 ft. in width, and no south wall, yet the whole of this size is fair work for stamps, and we have set to eight men to stop away as directed, at 60s. per cubic fm.; we shall thus open further south, and extend eastward. The extra men put on will prepare a stock of work for the new stamps. The pitch in the 15 has little or no variation. After examining the old level east at the 55 we find that a new level can be driven at a much less cost, and we have set this level to drive by two men, at 40s. per fathom. The ground in the shaft is favourable, and the stamps are working well.

NORTH BASSET.—T. Glanville, G. Davy, July 17: In the 132, west of the cross-cut, the tin lode is worth 10s. per fm. In the 82, west of Grace's shaft, the lode is yielding 1 ton of ore per fm. In the 42, east of the cross-cut, the lode is 1 foot wide, composed of gossan and black and grey ore.

NORTH BULLER.—J. B. Delbridge, July 13: In the 100, driving west, we are driving by the side of the lode, and we can make more speed in driving; ground favourable. In the 75 west we have taken down the lode to-night; we find the lode in the end from 8 to 10 in. wide, yielding stones of tin and blende; ground favourable for driving. In King's flat-rod shaft the sumpmen have been cutting ground for pit, bearers, and cistern, for the plunger-lift, which they will complete by the end of next week, then commence to sink with all speed. In the 42, east of King's, the lode is 2 ft. wide, composed of soft quartz, prill, muddle, and a little copper ore; ground favourable for driving. In the 49, west of King's, the lode is from 6 to 8 in. wide, poor. The engine is working well.

NORTH DOWNS.—F. Pryor, July 17: The following are our prospects of this mine: We are driving the 40 east and west; but it will take us a little longer to get out of the influence of the cross-course. The 50 west, which is now 30 fms. from King's shaft, is worth 20s. per fm.; price for driving, 4s. In the 50, east of said shaft 32 fathoms, the whole of this drive has been over ore ground, worth on an average not less than 40s. per fm.; the present end is now under the course of ore which I before referred to as gone down from the 40, and is worth full 90s. per fm. The winze sinking below the 40, still further east, is worth full 20s. per fm. No. 1 stop, west of shaft, is worth 30s. No. 2, 70s. No. 3, 70s. per fm. On the whole, the mine never looked so well. **NORTH FRANCES.**—F. Pryor, July 12: The sump-shaft is down 7 fms. below the 30 ft. level; at this point we have a change for the better, both in the appearance of the lode as well as in the channel of ground; price for sinking 16s. 10s., former price 21s. per fm., now in the granite. Hunt's shaft is still in the cross-course, and presents much the same appearance as for some time past. The 60 west is a shade better in appearance; in the eastern end the lode is producing good stones of ore, and it is our opinion the next level will do something better for us.

NORTH MINER.—T. P. Thomas, W. T. Harris, July 18: Our mine never looked better than at the present time; we have sampled 60 tons of ore, and discovered what appears to be a new branch of lode, running at right angles with the lode from which we have made our returns; it is very promising, and if it continue as at present it will produce from 4 to 5 tons of ore per fm. This with the ore from Wilson's shaft, in addition to our previous discoveries at Pugh's, will enable us to increase our returns.

NORTH NANT-Y-MWYN.—J. Thomas, July 18: The lode is now 6 ft. wide, composed of a beautiful white floukan and solid stones of lead ore, looking very kindly, and a good stream of water coming out from the end; in fact, it is a well-defined lode, and the ground is highly mineralized, and of the same character as the Great Nant-y-Mwyn Lead Mine, which is within 2 miles from our mine, and has for centuries been working to a good profit, and at present looking splendid. As we continue to drive into the hill we are opening up good tribute ground, and we expect the lode will become more regular. There are still good branches of lode dropping into the main lode from the north wall. There is no change in any other part of the mine since last report. The shareholders can now rest satisfied that they have got a good property, and I am confident that North Nant-y-Mwyn Mine will soon be in the dividend list.

NORTH WHEEL ROBERT.—W. Godden, July 18: We have intersected the No. 2 south lode, east of Trial shaft, at the 42; as far as we can see the lode is about 18 in. wide, composed of quartz, muddle, prill, and spots of copper ore, but not enough seen at present to value. We have intersected the south part of the lode at the 20, about 6 fms. east of where the 50, east of winze, will average 10 tons of good ore per fm.; this is a good improvement. We shall continue to drive the 20 cross-cut north, to see the north lode, which we hope to see this month.

NORTH WHEEL VOR.—R. White, J. White, July 15: We expect to hole the winze to the 80 in a day or two, which has been reset to six men. In the 70 the lode is not cut as yet in the cross-cut south, but must be close at hand, now driven about 11 feet. The 80, in the western stop from the rise, looks well; set to four men, at 35s. per fm. The east stop is yielding good stamping work. The lode in the end east is much improved, and now producing good stamping work. In Henegess's shaft the lode is 2½ ft. wide, with a good appearance. **NORTH WHEAT.**—T. K. Newell, July 18: The men continue to make fair progress, although the ground is not so favourable for sinking, having become a little harder. We have had a good supply of water for our wheel during the past week, and have been enabled to keep the water down in the old shaft to the 28.

OKEL TOR.—W. B. Collom, July 18: In the 80 east we are driving the south side of the capels; the ore part of the lode is 18 in. wide, and with every appearance of this being the commencement of another course of ore. The stops in the back will yield about 4 tons of ore per fm. The lode in the 65 east is poor at present. The rise in back of this level will yield 8 tons of ore to the fathom. In the 65 there has been no lode taken down in the end. The stops in back will average 4 tons of ore per fathom. The stops in the 50, east of winze, will average 10 tons of good ore per fm.

OLD TOLGUS.—W. Gilbert, July 18: The lode in the 52 west is further improved; it is 3 ft. wide, and is producing 2 tons of good copper ore per fm., and the rest of the lode is producing 56 lbs. of black tin to the ton of stuff, or 5 cwt. of tin per 100 sacks, and still improving. The lode in the 42 is 2½ ft. wide, and is producing stones of ore and tin, and letting out much water. We look for an improvement here, as the end is nearly under where we had such a large lode in the 32, and where the several parts of the lode united. The 32 west is a little improved; lode 9 in. wide, and producing stones of copper ore. The 52 west, on new south lode, is just as last reported.

PANT-Y-EDWY.—W. Nant-y-Mwyn, July 18: We have commenced to clear the 54 west of white-floukan. After clearing this level we shall drive on the end, so as to intersect the Gallip lode, which is only a few yards before the present end. The Gallip is a large swallow lode, and can be worked in many places at a depth of 150 yards dry. There are large deposits of ore in flats and joints connected with this lode. Some of the directors and shareholders have been on the mine this week, when I pointed out to them the importance of proving this lode before going to the expense of an engine; they then decided to suspend the workings at Kendrick's shaft for a short time, and push on the 54 fathom level with all speed.

PEN-Y-ALDREA.—W. Treacy, July 13: The 110 east is producing stones of tin. The 100 east is yielding 40s. per fm. The 100 west is worth 4s. per fm. The 90 west is the 90 west rise we have risen through about 8 fms. of productive ground, but as we approach the level above the lode appears coarser; about 4 to 5 fms. more to rise to communicate with the 68, when this tin ground will become available. The 90 west, on Skinner's lode, is worth 6s. per fm.—Street and Bragg's: In the 47 east the lode is 4 ft. wide, yielding coarse tin stuff. The 40 east is worth 10s. per fm.

PENDEEN CONSOLS.—W. Eddy, J. Warren, July 13: We are getting on as fast as possible in getting the engine to work, and expect to be in order to-morrow about 12 o'clock at noon, and get the water in fork by Tuesday morning. We have not taken down the lode this week. In the 100 east, the lode is 16 in. wide, and is worth 1s. 6d. per fm., and according to the parcel assayed is worth 3s. per fm. In other parts of the mine, we are making good progress.

—W. Eddy, July 15: The water is in fork again to the 118, and by Friday we expect to fork the mine. The new boiler appears to be a good one, and steams the engine well; when we get the other boiler in we expect there will be a great saving of coals.

PENHALDARA.—S. A. Pope, July 16: In the 60 north the leader part of the lode is about 1 ft. wide, composed of soft spar, prill, muddle, and spotted with lead. In the 60 north the leader part of the lode is about 15 in. wide, producing stones of lead. In the winze sinking below the 60 south, on the east branch, the branch is 4 in. wide, producing stones of lead, but not enough to value. The adit cross-cut north is driven about 15 fms., but nothing yet cut.

PROSPER UNITED.—J. Hosking, July 15: The water is drained 7½ fathoms, now under adit 15½ fms. The sumpmen are cutting beam-holes, to drop the lift 20 fms. The engineers say the other engine will be working by Wednesday or Thursday.

REDMOOR.—T. Taylor, July 16: Johnson Lode: We have not taken down any lode in the 80 west. In the 70 west the lode is 3 ft. wide, of a very kindly appearance, and worth about 9s. per fm. We have not yet reached the cross-course in the 40 west; the lode in the present end is producing tin, but not enough to value.

ROSEWARNE CONSOLS.—J. Richards, July 16: The engine-shaft will be completed to the 40 in a day or two. The ends both east and west of the shaft are set at 30s. per fm.; the lode is 1½ ft. wide, with stones of ore. The 20, driving east on the caunter, is set to three men and three boys, at 42s. per fm., for as much as they can drive in the month; the lode is 1 ft. wide, with stones of ore. The new shaft (Ellen's) is sinking under the 10; bargain not completed. This shaft has taken us longer than we calculated, by reason of the great quantity of water. We have twelve men at tributes varying from 8s. to 12s. in 11.

ROSEWARNE UNITED.—E. Cartwright, July 18: In the 90, west of footway shaft, the lode is 2 ft. wide, unproductive. In the 90, east of Jennings's shaft, the lode is 2½ ft. wide, worth 4s. per fm. In the 80, west of footway shaft, the lode is 2 ft. wide, improved with 4s. per fm. At Richards's shaft, the lode is 2½ ft. wide, worth 3s. per fm. At Richards's shaft, the men are rising; lode 6 ft. wide, composed of muddle and producing stones of copper ore throughout. In the 34, east of Lane's shaft, the lode is 2 ft. wide, producing good stones of ore, and looks more promising. In the 22, at Williams's shaft, we are cutting pit, and shortly shall sink the shaft below this level.

SCORRIER CONSOLS.—J. W. Crase, Thos. White, July 18: The engine-house and stack are completed. The masons are now engaged in building loading for fly-wheel and boiler, which will be completed in about a week from this time. Nearly all the engine is delivered on the mine, and the engineers are preparing to put in the same with all possible speed. The engine shaft, and we are glad to say it is again improving. The water has considerably decreased in the past fortnight, and we are no doubt of being enabled to continue sinking this shaft until the engine goes to the top. We have commenced driving the 18, east of shaft, on No. 2 lode, to prove the lode discovered in sinking the shaft, where we hope to open profitable ground. The men are making good progress in clearing the adit.

SIGFORD CONSOLS.—W. Hosking, July 17: The lode in the 24, driving west of the engine-shaft, is much improved. We have taken therefrom within the last few

days some splendid stones of copper ore. The adit level, driving east on the north copper lode, continues to produce good work for copper; the lode continues its width of 3 feet. The sinking of the shaft on this lode is being vigorously proceeded with.

SOUTHRIDGE CONSOLS.—B. Jackson, July 18: In the 62 west the lode is 2 ft. wide yielding a little ore. In Mayne's rise, in back of the 50 east, of Crew's cross-cut, on the south part of the main lode, the lode is worth 1½ ton of ore per fathom. In the 50, driving south-west of Crew's cross-cut, and west of the eastern cross-course, no lode has been met with. In the 40, east of Head's rise, on the south part of the main lode, no lode has been taken down this week. In the 30 cross-cut south the ground is favourable for driving. In the 20, west of Arthur's cross-cut, on the south part of the main lode, the lode is worth 1 ton of ore per fm.—No. 2 South Lode: In the 50 west the lode is small and unproductive. In Blanchard's stopes, in the bottom of the 40, the lode is worth 1 ton per fm. In Rowe's stopes, in the back of the 40, the lode is worth 2 tons of ore per fm. In the rise in back of the 30 the lode is worth, for 9 feet in length, 15s. per fm. There is no alteration in any other part of the mine.

SMITH'S WOOD.—W. Hosking, July 17: We have completed the excavation of the ground for the wheel-pit, and have every kind of material on the spot requisite for building the same, and expect the masons to commence building the walls in the course of a few days. In opening on the back of the great north tin lode we are breaking splendid work for tin. Everything connected with the working of the mine is being pushed on with all possible speed.

SOUTH BRYN GWIOG.—J. Lloyd, July 16: Dunsford's shaft is sinking by four men, and is down about 5 yards, in a strong lode, considering that it is in the barren measures. The east level from the old shaft is rather hard, and the ore is still carrying on without much alteration to note.

SOUTH CARADON WHEEL HOOPER.—W. C. Cock, July 13: In the engine-shaft the lode is going down perpendicular, and is letting out more water; the ground near the lode is also a little softer; these changes I regard as being very favourable. The lode taken down in the 62 west is not quite so large, worth now about 1½ ton of good ore per fathom; the character of the lode is very good, and I think will improve again very soon; it consists of copper ore, muddle, can, spar, and peach, and it is my impression that it is in connection with a large bunch of ore; the character of the granite about the lode is everything that can be desired for the production of copper ore—in fact, I have never seen better. In the 47 cross-cut north the ground over the slide is a little harder; there is a small stream of water coming from the end, which indicates a lode or branch near at hand. I have re-set this end at 12s. per fm., former price 13s. per fm. The winze sinking below this level is progressing favourably.

SOUTH CREWIER.—E. Cheyning, July 16: In the first adit shaft, sinking below the 105, the lode is 1½ ft. wide, producing stones of ore. In the 105 east the lode is 1 ft. wide, producing good stones of ore. Our tribute pitches are not looking so well.—South Mine: In the 51, east of cross-cut, the lode is 3 ft. wide, producing good stones of tin. In the 51, west of cross-cut, the lode is 3½ ft. wide, producing muddle and spots of tin.

SOUTH DAREN.—J. Boundy, July 10: During the past three months the engine-shaft has been sunk 6½ fms. below the 70, the lode at present being 2 ft. wide, worth for copper and lead 12 cwt. per fm., with a very promising appearance. I hope to get the shaft down to the required depth in two months from this time. The lode in the 70 end east is 2½ ft. wide, containing a dark clay-slate, copper, and lead ore, valued at present at 1½ ton per fm., and looking kindly for an improvement as we advance. There are at present being worked four stopes in back of the 70, both east and west of the shaft, which are valued at from 6 to 20 cwt. of ore per fm. The lode in the 60 end east is full 4 ft. wide, composed of a dark clay-slate, carbonate of lime, copper, and lead ore, valued at from 12 to 14 cwt. per fm., and presents every indication for a further improvement as the level progresses; this looks favourable for the 70 driving east. The lode in the 60 west is about 18 in. wide, and spotted with lead and copper ore, but not enough at present to value; however, the lode at this point has a very kindly appearance. The lode in the 30 east, on the north lode, is 2 ft. wide, containing a little ore, and looking much more promising than for some time past. The lode in the same level, driving west, is at present small and unproductive. The lode in the 30, west of said shaft, is 9 in. wide, containing good lumps of lead ore occasionally, but not enough as yet to value.

The lode in the 20, west of the air-shaft, is 18 in. wide, valued at present at 6 cwt. of ore per fm.; but, judging from its appearance, I think an improvement will soon take place. The winze sinking below the 10, west of the air-shaft, is down about 6 fms.; no lode has been taken down here. Should the ground continue favourable for progress, I hope to have the winze holed in about two months from this time. The tribute department is much the same as for some time past. We have not met with any more lode since my report of last week. On the whole, our prospects here are a little more cheering.

SOUTH DOLCOATH AND CARNARTHEN CONSOLS.—W. Roberts, July 16: In the shaft sinking under the adit level the lode continues 1½ ft. wide, producing good stones of grey ore. In the 60 cross-cut north nothing new to report.

SOUTH WHEEL BETSY.—Wm. Stephens, July 15: The cross-cut, south of Ley's shaft, has been driven 2 fms. 1 ft. 10 in.; the ground therein is composed of a strong capel and spar, and set to six men, at 14s. per fm. The cross-cut north has been driven 1 fm. 6 ft. 7 in.; the ground therein is composed of capel and strings of muddle, and set to six men, at 14s. per fathom.

SOUTH WHEEL KITT.—J. Borlase, S. Mitchell, Jun., July 12: The deep adit end is now reached, which is about 15 fathoms from Webb's shaft; the lode is 13 in. wide, producing saving work for tin; driving by six men, at 60s. per fm.; 4 fathoms from the present end there is part of the lode standing in the back, about 10 in. wide, worth 4s. per fathom, and retains the same size in the bottom of the level. At White Thorn shaft the lode is 6 in. wide, worth 5s. per fm. for tin. At the engine-shaft the men have secured and timbered 7 fms. from surface; the lode in the bottom is worth 8s. per fm., and of a very promising character; the men are sinking this shaft with all possible speed. We are happy to add that the mine is looking exceedingly well throughout, and it only requires a small steam engine to develop it, when sales of tin will soon be effected. We have inspected the very good stone in the same level, with stamps attached, within a few miles of the mine, either of which can be purchased on very reasonable terms. Of course this matter will be settled at our next meeting.

SOUTH WHEEL TOLGUS.—July 17: Youen's Lode: The lode at Mitchell's engine-shaft, sinking under the 130, is 15 in. wide, consisting of peach, muddle, and jack. In the 130 west the lode is small and unproductive. The ground in the 130, east of Mitchell's shaft, driving south, is moderately easy. The lode in the 120 west is 10 in. wide, unproductive. In the winze sinking in bottom of the 120 west the lode is 18 in. wide, composed of peach, spar, muddle, and stones of ore, promising for further improvement. The stopes in back of the 120 west are yielding 2½ tons of ore per fm. The lode in the 100, west of Mitchell's shaft, east of Scobie's winze, is 18 in. wide, unproductive. In the 100 end west the lode is 2 ft. wide, yielding 1½ ton of ore per fm. The lode in the rise in back of the 100 west is 18 in. wide, consisting of peach, spar, muddle, and stones of ore—a kindly lode. The lode in the 90 west is 15 in. wide, yielding 1½ ton of good ore per fm. The lodes in the 78, and in the 66, are about 10 in. wide—unproductive.—South Lode: In the 120 east the lode is 2 ft. wide, consisting of spar, muddle, and peach, with stones of ore—a very promising lode. The lode in the winze sinking in bottom of the 120 east, near the cross-course, is 20 in. wide—unproductive. In the 110, east of Mitchell's shaft, the lode is 2½ ft. wide, yielding 1½ ton of ore per fm. The two stopes in back of the 110 east are each yielding 2½ tons of ore per fm. The lode in the 100, east of Mitchell's shaft, is 2 ft. wide, yielding 1½ ton of ore per fm. The lode in the 90 east is 20 in. wide, consisting of peach and spar.—New South Lode: The lode in the west of cross-cut, the lode is 2 ft. wide, and of a better appearance than for some time past, producing good stones of ore. There is no alteration in the ground in the cross-cut in the 90, driving north from Youen's lode—moderately easy. No lode nor branch cut in it since last reported.

ST. IVES WHEEL ALLEN.—H. Taylor, July 13: The lode in Roderick's engine-shaft has improved since last report. The lode in the winze under the 30, east of Roderick's shaft, is 18 inches wide, worth 20s. per fm. The lode in the winze sinking under the 50, east of Roderick's shaft, is 2 feet wide, worth 8s. per fm. Since last report the lode in the 50, east of Roderick's shaft, is 2 feet wide, worth 8s. per fm. The lode in the 40, west of Roderick's shaft, is 2 feet wide, yielding more water, which is a good indication. No change in the other parts of the mine since last report. We are getting on with the surface work as fast as possible.

TAMAR.—T. Foot, July 17: In the 237 south the ground is hard for driving, and the lode at present is poor. The lode in the 226 south is 2 ft. wide, and will yield 6 cwt. of lead per fm. We have not taken down any lode in the winze sinking in the bottom of this level, and now down about 9 fms. since last reported on. The stopes in the back of this level, three in number, will produce as follows:—No. 1, 6 cwt.; No. 2, 12 cwt.; No. 3, 10 cwt. of lead per fm. The stopes in the back of the level, four in number, will yield 14 cwt. of lead per fm. The stopes in the back of the level, four in number, will yield as follows:—No. 1, 10 cwt.; No. 2, 12 cwt.; No. 3, 8 cwt.; and No. 4, 7 cwt. of lead per fm. We have suspended the driving of the 205 south for the present, the lode being poor. The three stopes in the back of this level will produce on an average 4 cwt. of lead per fm.

TAVY CONSOLS.—R. Goes, July 17: I have sent the first parcel of arsenic (12 tons) to Plymouth, which will reach London on Monday. A second parcel of about 10 tons shall be sent upon the casks being finished. The 40 tons of copper ore were not sent in time for sampling this week. The agents not being advised in time, could not get it in time for the assay. I will, however, be sold next time. There is no alteration in the mine since last report.

TEES SIDE.—R. Bray, July 15: Last Thursday night we had a misfortune; the west end of Providence engine-shaft gave way, and broke a burning caphead and the sinking lift-rod, but I am glad to say we have repaired it again, and now set the sinking-lift to work, and shall have the water in fork some time to night for the men to set to work to bottom of the shaft. The two lodes now in the bottom of the shaft have nearly formed a junction, with good stones of ore, and the ground is easier for sinking; if the two lodes were cut through at this point they would be 10 feet wide from cheek to cheek, with a good sprinkling of lead ore, and promising to improve; and if the lode in the east end of the shaft continues down the 10 fm. 18 in. will, as I have reported, be worth 25s. to 30s. per fm.

TOLVADDEN.—F. Gundry, July 13: The cross-cut at the 67 has been driven during this week 18 in.—making altogether 6 fms. 1 ft. we have proved the lode in this level to the extent of 11 ft. The first 6 ft. on the south part of the lode was comprised of iron and quartz; at this point we discovered a horse of granite, which proved to be 2 ft. wide; after this we discovered more lode, and have proved it to the extent of 3 ft. The first foot of this part of the lode was comprised of quartz, muddle, grey and bell-metal ore, but not enough to value. The quartz in this part of the lode was of a different character from what we have seen in any of the upper levels, and by practical experience I should say by sinking a little deeper on this lode we will be very likely to obtain a better quality copper ore. The 67 is driven west of cross-cut 8 fms. 4 ft. 6 in.; we intend driving on this course 3 fms. further, then cross-cut the lode, knowing that we have discovered a bunch of grey ore at the 60, 13 fms. west of the cross-cut. In Odger's rise in the back of the 60, north of the engine-shaft, there have been risen this week 2½ ft.; the lode has improved for copper ore from ½ ton to 1½ ton in 7½ ft. rising. The 60, east of engine-shaft, has been driven during this week 7 ft., and set to-day to six men, to drive 4 fms., at 80s. per fm.; the whole distance in this level driven from the engine-shaft is 22 fms. The 50 is driven east of the engine-shaft 55 fms.; the men have been engaged this week cross-cutting the cab part of the lode in order to reach the floukan course; by the little progress made by the former party we have to-day decided on placing the shaftmen there in order to expedite the driving, thinking they are more fit for the place. As far as we have proved the cab part of the lode, it is sprinkled with copper ore, but not sufficient to value. The main part of the lode, which has been yielding from ¾ to 3 tons of ore per fm., has not been taken down during the week. The 40, east of the engine-shaft, has been driven in the present week 7 ft. on the floukan course; the whole length of this level from shaft is 70 fms. 2 ft.; in the course of the present week we have bored and blasted a hole in the cab part of the lode, from which we have found good stones of ore (yellow). No. 4 winze, sinking below the 40, east of engine-shaft, over the end of the 50, is not at present sinking on account of the water, but we hope after we have cross-cut the cab part of the lode the 50 will be able to resume the sinking again. We have this day set the following bargains:—The 67 to drive west on the floukan course by five men 3 fms., at 3s. per fm. The 67 cross-cut to drive 3 ft. by six men, for 15s. John Odger's and Co. to rise in the back of the 60 by four men, for 3s. 5s. To drive the 60 east by six men, 4 fms., at 80s. per fm. To drive the 50 east by six men, 3 fms., for 8s. To drive the 40 east by four men and two boys, 4 fms., at 65s. per fm. No. 1 winze to sink below the 60, west of engine-shaft, by four men, 1 fm., at 6s. per fm., and nine tribute pitches, averaging 8s. 9d. in 11.

TREFLUCK UNITED.—T. Hodge, July 17: The engine-shaft is below the 44

about 2 fathoms. We have 1 foot more to sink for bearers and cistern. The lode in the 36 west is small, and at present poor. The 36 cross-cut is driven south towards the caunter lode about 7 feet; ground moderate. The 36 cross-cut, north of wheel-shaft, is communicated to the north level. The men are now engaged clearing west on the north lode. The lode in the 36 east, on the north lode, is about 1 foot wide, producing good stones of tin, and promising to improve. The Wood shaft is completed to the 26. In the 16 west, on the caunter lode, the lode is large, but of no value.

TRELOWETH.—T. Richards, July 13: In the engine-shaft, sinking below the 134, the lode is worth 20s. per fm. In the 134, driving west of engine-shaft, the lode is worth 25s. per fm. The 134, driving west of engine-shaft, is a promising-looking lode to yield copper ore. In the winze sinking below the 134 west the lode is worth 20s. per fathom. In the sump-winze sinking below the 134 east the lode is worth 55s. per fm. for the length of the winze, which is 9 ft. In the 124, driving east of engine-shaft, the lode is worth 3s. per fm. In the 124, driving west of engine-shaft, the lode is worth 3s. per fathom. In the 80, driving west of Woodfall's shaft, the lode is worth 5s. per fm. In the stopes in back of the 134 east the lode is worth 6s. per fm. In the stopes in back of the 134, east of winze, the lode is worth 15s. per fm. In the stopes in back of the 124 east the lode is worth 20s. per fm.

—T. Richards, July 18: The lode in the engine-shaft, sinking below the 134, is worth about 16s. per fathom. The lode in the 134 east is worth 25s. per fm. The lode in the 134 and west looks more promising, and is now 4 fathoms behind the productive winze sinking below the 124. The lode in the 124 east is worth 2s. per fm. The lode in the end west is worth 5s. per fm. The sump-winze sinking below the 124, east of shaft, is worth 35s. per fm. The winze sinking below the 124, west of shaft, is worth 30s. per fathom. The 80 end, west of Woodfall's shaft, is worth 4s. per fm. The stopes continue in value much as usual.

TRESCHOE.—R. Hollow, F. Bennett, July 18: At Gissler's engine-shaft, sinking below the 80, the lode is worth 4s. per fm.; in the 90, east of the engine-shaft, the lode is worth 2s. per fm.; in the 80, east of the engine-shaft, the lode is 2½ ft. wide, not to value; in the 80, west of the engine-shaft, the lode is worth 2s. 10s. per fm.; in the 60, level cross-cuts, north and south-east of the engine-shaft, no change to notice; in the 40, east of the engine-shaft, the lode is worth 2s. per fathom; at Hollow's shaft, sinking below the 10, the lode is unproductive; at Mitchell's flat-rod shaft, sinking below the 20, the lode is worth 5s. per fm.; in the 20, east of the engine-shaft, the lode is worth 2s. 10s. per fathom; in the adit cross-cut, clearing south of the flat-rod shaft, we have no change to report this week.

TREWEATHA.—J. Scobie, July 16: We have driven far enough north for plat; the shaftmen are now engaged in dividing and casting down the shaft, fixing ladder-rod from the 15 to the 30, and cutting trip-plat, which I hope will be completed by the end of next week. The lode in the 15 south still maintains its size and character, yielding 5 cwt. of lead per fm., and very promising for improvement.

UNITED MINES (Tavistock).—J. Tucker, July 17: Saturday last being our setting-day for the present month, the following tawork bargains were set:—The 60 end to be continued east, by six men, at 55s. per fm., and 2s. 6d. in 11. tribute. The 60 west, by two men, at 3s. 15s. per fm., and 2s. 6d. in 11.; stented the month in each case. The wheeling to be many men required to keep the mine clear of stuff, at 10s. per fathom, from winze 3s. per fm., for 60 ends, and 11s. per 100 kibbles for tributers' stuff. The filling and landing to be as many men as required to keep the mine clear for one month, at 8s. The shaft and winze, as you are aware, are taken as standing bargains. There is no change to report this week.

WENTNOR (Pantana).—Thos. Pierce, July 18: There is no alteration at Grosvenor shaft since my last report. We have commenced sinking the new shaft on Seven Stars level. The forebrest of the 64 yard level, west of Grosvenor shaft, is looking well.

WEST DEVON CONSOLS.—W. S. Trotter, July 18: The engine-shaft is now down 11 fms. 2 ft. 6 in. below the 30, which is the required depth to drive to a 40 fm. level, leaving 10 cross-cut. The drive (of a 40 fm. level) will be commenced by to-morrow night, and no time will be lost in pushing forward this point of operation, in order to lay open the ore ground some short distance ahead. The lode in the rise in back of the 30 is 4 feet wide, principally composed of quartz, muddle, and blende, with occasional stones of good quality ore. The lode in the winze, sinking below the 20, is 2½ feet wide, showing the same kindly appearance, and producing good stones of ore. The tributers are busily engaged in dressing their ores, and about 20 tons are already carted to quay towards the sampling.

WEST PAR.—J. Webb, July 17: The engine-shaft is sunk 3 fms. We have two men continuing in the adit level north-east. During the past week we have had men putting the engine in repair.

WEST POLMEAR.—W. Body, July 18: The 20 cross-cut, south of the engine-shaft, is driven about 32 fms.; the ground is composed of killas and floors of spar. In driving about 8 fms. further we expect to intersect the first lode. The 20 west of the engine-shaft, on the north lode, is driven about 21 fms.; the lode here is 1½ ft. wide, composed of spar, muddle, and peach. The 20, on the north lode, is driven east about 17 fms.; here we have intersected a north and south branch, underlying west. It is about 8 in. wide, composed of muddle, copper, and floukan; this has disordered the lode in the eastern end.

WEST SHARP TOR.—W. Richards, July 15: The part of the lode now being cut into in the cross-cut, in the 150, is composed of

stuff; about 12 fms. behind this end there appears to be tin ground for 5 fms. in length; we shall begin at once to stop the back, and sink a winze in the bottom, and hope next week to report on its value, and to clear the 40, where we expect to find tin ground. The cost of the mine for the future will be principally in opening ground. Our water is very little; the engine stopping one-half the time.

WHEAL ITTY (Leland).—W. Williams, July 18: Gowan Lode: The lode in the 40 end, west of Wickett's shaft, is worth 31. per fm. The lode in the 40 end, east of Wickett's shaft, is worth 61. per fm. The lode in the 40 end, east and west of winze, 14 fms. east of Wickett's shaft, is worth 31. per fm. The lode in the 30 end, east of Wickett's shaft, is producing good stones of tin, with every indication of improving. The lode in the 40 end, east and west of winze, 16 fms. west of Wickett's shaft, is worth 31. per fm. Phillips's shaft is down 12 fms. below the 30, and we shall commence to drive east and west in a day or two. The winze 20 fms. east of Phillips's shaft is down to the 40, and we have commenced driving east and west on a lode worth 41. per fm. The lode in the 30 end, west of Phillips's shaft, is at present small, and not of any value. There is no change to notice in any other part of the mine.

WHEAL NORRIS.—J. Nance, J. Andrews, July 13: Setting Report: The Cromorne engine-shaft let to six men, to sink below the 15 for boars, cistern, and trip-lift, at 61. per cubic fathom. The 15 cross-cut to drive north to six men, at 111. per fm.; and to drive south to six men, at 101. per fm. In consequence of the breakage of the sinking winch at Carter's engine-shaft last night the sinking of it has not been re-let to-day; we hope to get it replaced by a new one from the foundry on Monday next. The adit cross-cut is let to drive north from the No. 3 lode to six men, at 101. per fathom; this cross-cut has been extended 12 fms. towards the flat-rod shaft lode. We have let to two men to drive east on the lode recently cut in the north cross-cut from Carter's shaft, at 80s. per fm.; this appears a strong, promising lode, and, judging from its character and bearing, there is no doubt but that it is a continuation of Vivian's lode in Craddock Moor Mine, that is there yielding the whole of their returns. At the flat-rod shaft, we have let the 15 to drive west to six men, at 60s. per fm.; to drive east, at 90s. per fm. to two men; and to stop the back, at 40s. to four men. We have let only one stop in the back of the adit, on the No. 3 lode, to four men, at 60s., and the other six men we purpose to employ in stopping the bottom of the said level. We have to clear some rubbish lodged in a sink made by the ancients below the adit level to the west of the little cross-course. The tin ground where we have been stopping is situated to the east of the said cross-course. We hope to find tin ground of some importance in the bottom of the said sink, and expect to find it now drained by Carter's shaft, which is now sunk 11 fms. below the adit level. We have also let a bargain to four men to extend the south cross-cut beyond the No. 5 lode, at 22s. 6d. per fm.

WHEAL POLLARD.—W. C. Cook, July 15: The 55 cross-cut south continues hard; re-set 1 fm., at 151. per fm., the former price. The 35 cross-cut north is still in elvan, which is letting out a great quantity of water; re-set at 201. per fm., stent 1 fm., or cut through the elvan course; the recent advance given for this end is more in consequence of the water than the hardness of the ground, which makes it very troublesome for driving. I have just had the position of a lode pointed out to me in the north part of the set, and intend having a pit or two opened on it; I am told it is a strong champion lode.

WHEAL PROSPER.—J. Hosking, July 18: For the last few days the shaftmen have been cutting ground for the boars and fixing them, and preparing to drop, so we have drained as far as we have dropped the lift. The water is to the same level in this mine as West Prosper. The engine is working to keep the coming water eight strokes per minute. I think they are going to try the other engine this afternoon.

WHEAL PROSPERDICK.—R. Kendall, R. Sinoock, July 13: The lode in Wilson's shaft is yielding some good stones of tin; we think the lode is changing for the better; sunk 2 ft. this week, and put in the rods for tin. The 40 cross-cut to drive north from the middle lode by four men, at 151. per fm. The 40 cross-cut to drive south from the middle lode by four men, at 151. per fm. The 40 cross-cut to drive on the south part of the south lode, by four men, at 61. per fm.; lode worth 51. per fm. for tin. The 46 cross-cut to drive south of Moyle's shaft by six men, at 101. per fm. The 23 cross-cut to drive south of the old engine-shaft by four men, at 151. per fm.

WHEAL TREMAYNE.—R. Williams, July 13: At the boundary engine-shaft, in the 133 east, on Allen's branch, the branch is 3 in. wide, chiefly composed of mud, mixed with a little wolfram, and occasional spots of tin, altogether a strong kindly branch, and looks likely to improve shortly as we advance. In the 123, east of Allen's shaft, on Allen's branch, the branch is improving, but still disordered with floors of spar, and worth for tin 51. per fm. The stop in back of the same level, west of shaft, is yielding a little low price tin stuff. In the 113, east of the same shaft, on Allen's branch, the branch is worth 61. per fm. The stop in bottom of the same level is worth on an average 151. per fm. The stop in bottom of the same level is worth on an average 121. per fm. In the cross-cut north and south of the same level there is no change to notice. In the 103, east of the same shaft, on Allen's branch, the branch is worth 41. per fm. The men opening and stopping ground in the 93, fixing skip-road, &c., are progressing favourably. The masons have commenced building the new engine-house, and there will be on it a full pane next week.

WHEAL UNION.—T. Glanville, July 12: Tutwork Setting: The flat-rod shaft to sink under the 56 by nine men, at 351. per fm.; lode 2 ft. wide, composed of spar, mud, and copper ore. The 40 to drive east of the cross-cut, on the middle lode, by four men, at 41. per fm.; lode worth 101. per fm. for tin. The 40 cross-cut to drive north from the middle lode by four men, at 151. per fm. The 40 cross-cut to drive on the south part of the south lode, by four men, at 61. per fm.; lode worth 51. per fm. for tin. The 46 cross-cut to drive south of Moyle's shaft by six men, at 101. per fm. The 23 cross-cut to drive south of the old engine-shaft by four men, at 151. per fm.

WHEAL UNITY CONSOLS.—W. H. Reynolds, July 13: In the 75 cross-cut north we have met with elvan; the joints of which are strongly tinted green, which I regard as one of the best indications we could have that we are approaching a bunch of ore. The other parts of the mine are much the same as last reported.

WREYAS DOWNS.—R. Harry, July 16: The masons are getting a good wall in building the steam-windmill which will be completed in a few days. The 40 cross-cut to drive north from the middle lode by four men, at 151. per fm. The 40 cross-cut to drive on the south part of the south lode, by four men, at 61. per fm.; lode worth 51. per fm. for tin. The 46 cross-cut to drive south of Moyle's shaft by six men, at 101. per fm. The 23 cross-cut to drive south of the old engine-shaft by four men, at 151. per fm.

WHEAL EDWARD.—At the meeting, on Thursday, the accounts showed that the sales of ore for the four months realised 20347. 16s. 11d., paying the four months' costs, and leaving a balance in favour of the mine of 711. 10s. 11d. The report stated that the 50, 61, and 71 ends were being driven in good runs of ore, and had the standard not been so depressed, the mine would have been worked at a good profit. The agents had received instructions not to raise more ore than would meet the costs during the continuance of the present price of copper—an example that should be followed by other mines during a period of such great depression.

THE GREAT NORTHERN COPPER MINES IN SOUTH AUSTRALIA.—The official mining reports by the present Australian mail, from the various enterprises in South Australia, are generally of a satisfactory character, and it will be observed that one of them merits special notice—we allude to the Great Northern Copper Company, and we do so in justification of the course we consider it our duty to pursue, when on the constitution of this company its *dona pides* was attempted to be impugned. The present and previous reports from the company's mining captains contain indisputable evidence of the successful results which we stated would ensue. The following are the facts:—Active mining operations were commenced on one or two of the company's mines during the latter part of July last, and from one mine alone there has been already raised, carted, and shipped to London, ore to the value of 10,000; and at the end of May last a further quantity of ore, of the estimated value of some 12,000, or 15,000, was at the company's shipping port, or in course of transit thence. As to the large profits likely to accrue to the shareholders, we may state that we are advised by our colonial correspondent that in one section of this company's property several thousand tons of ore are in sight, and average from 30 to 35 per cent. The prices realised at the late sale of ore by this company averaged 271. 4s. per ton. That these facts are worthy of note is shown by the following extract from the last report issued by the Burra Burra Company in April last, and states that:—“The result of the association's operations from Sept. 30, 1859, to March 31, 1860, shows that 7243 tons of ore were raised, and the gross proceeds of the said ore amounted to 96,154. 11s. 11d., or at the rate of 131. 5s. 6d. per ton, being a considerable improvement upon the two half-years preceding the one under review.”

COAL MINING IN BOHEMIA.—The success which has attended the operations of the Bohemian Coal Company, and the facilities offered for the development of commercial projects with associated capital by the Joint-Stock Companies Acts, have led to the formation of a company upon the limited liability principle, and with a capital of 10,000, in shares of 11. each, for working the Karbitz Colliery, which is very favourably situated on the Aussig and Tepitz Railway, and subject only to a royalty of 8d. per ton upon the coal raised. The Imperial Mining Commission, upon whose report every reliance can be placed, state that “there runs through this property a seam of brown coal of an average thickness of 42 ft., of excellent quality, undoubtedly the best coal in this basin, perfectly free from sulphur and waste, giving only from 2 to 3 per cent. of fine ash, yielding a brilliant illuminating gas, 47 per cent. of coke, 7 per cent. of tar and ammoniacal water, and yielding in combustion a pure, brilliant, and beautiful flame. This splendid coal seam has been opened, and the coal won by shafts varying in depth from 12 fms. to 20 fms.” The coal can be brought to the pit's bank at 2s. 6d. per ton, and is there ready saleable at 4s. The Imperial mining authorities have permitted reference to be made to them. The concession, which the company acquire for 3000, comprises six *Freischurfs*, or in the aggregate some 1,200,000 square fathoms. Mr. W. C. Ramsden, of the Mostyn Colliery, North Wales, who has inspected the colliery, recommends three distinct sets of operations being carried on—the sale of coal, of which he estimates from 500 to 600 tons per day could be raised; the lighting, after obtaining permission of the authorities, of Tepitz with gas; and the manufacture of fire-clay found on the estate into pipes to be used instead of cast-iron pipes for the conveyance of gas. The prospectus, detailing more fully the objects and advantages of the company, will be found in another column of this day's Journal.

COMMERCIAL COPPER COMPANY.—We are given to understand that Mr. James Mitchell has also withdrawn from the direction of this company.

The *Maria Johanna* has arrived in the London Docks from Port Augusta, with 50 tons of copper ore on board for the Great Northern Copper Company (South Australia). Two vessels from the same quarter, with 180 tons more on board, consigned to the same company, are now overdue.

NEW MAN-ENGINE.—A man-engine has recently been erected at Par Consols Mine, and the agents, Capt. F. Puckey, T. Bish, and J. Hosking, make the following reference thereto in a report presented to the adventurers:—“We are happy to report to you that on Friday last we put our man-engine to work; it is a very excellent machine, doing its duty remarkably well. As practical agents, we consider that the appliance of such an engine is a very humane invention, and the greatest boon to the working miner that can be possibly imagined. Unquestionably it will be the means of relieving by many years the miner's life; the amount of labour will be increased by his being able to work with greater strength, and thereby will the lords of the soil and the adventurers be much benefited. You can have no idea how delighted the working miners now are.”

MINE ACCIDENTS.—At Great Wheal Busy one man (Jennings) was killed, and two injured, but recovering, through the breakage of a capstan rope. At East Lode, one man has lost his sight for present, and a second, it is feared, permanently, by the premature explosion of a hole they were tamping. At Trevelia, a kilble fell down the shaft and killed Henry Brooking, aged 40. At Carn Brea, a stall gave way, and killed Richard Nettle, aged 35, by knocking him into a winze. At South Tolgus, Jas. Warren, aged 27, was killed by a fall of stones in the workings. At Hallenbeagle, Wm. Jenkins, aged 30, was killed, a 16-in. rope breaking, and knocking him into the shaft with 10 fms. of water.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, July 19, 1861.

COPPER.		£ s. d.
Best selected.....	p. ton	96 0 0
Tough cake.....	“	93 0 0
Wire.....	“	93 0 0
Tube.....	“	93 0 0
Burra Burra (nom.).....	“	93 0 0
Copapo.....	“	96 0 0
Copapo wire.....	p. lb.	0 10 0
ditto tubes.....	“	0 10 0
Sheeting & bolts.....	“	0 10 0
Bottoms.....	“	0 11 0
Old (Exchange).....	“	0 9 0
IRON.		Per Ton.
Bars, Welsh, in London.....	“	6 7 6
ditto, to arrive.....	“	5 17 6
Nail rods.....	“	7 0 0
“ Stafford, in London.....	“	7 0 0
Bars, ditto.....	“	7 10 0
Hoops, ditto.....	“	8 10 0
Sheet, single.....	“	9 0 0
Refined metal, ditto.....	“	4 0 0
Bars, common, ditto.....	“	5 0 0
Ditto, merchant, in Tees.....	“	6 10 0
Ditto, railway, in Wales.....	“	5 0 0
Ditto, Swed. in London.....	“	10 10 0
To arrive.....	“	10 0 0
Fig. No. 1, in Clyde.....	“	2 8 0
Ditto, f.o.b. in Tees.....	“	—
Ditto, f.o.b. in Tees.....	“	—
Staffordshire Forge Fig.....	“	3 10 0
Welsh Forge Fig.....	“	—
LEAD.		Per Ton.
English Pig.....	“	19 5 0
Ditto sheet.....	“	21 0 0
Ditto rod.....	“	22 0 0
Ditto white.....	“	28 10 0
Ditto patent shot.....	“	23 0 0
Spanish.....	“	19 0 0

* At the works, 1s. to 1s. 6d. per box less.

REMARKS.—There is but little actual improvement to note in metals; some slight movement is visible, though not sufficient to cause buyers to come in largely at present. There are many watching the market very closely, in order to take advantage of the first indication of any advance, as it is thought most probable that when a reaction does take place the rise in the value of metals will be very rapid, but as yet we know of nothing calculated to increase the demand to any great extent; in fact, judging from the state of foreign markets, and the heaviness of stocks, rather the reverse must be anticipated.

COPPER.—The demand for English cake, tile, and manufactured is of a very limited character. The market was a shade firmer early in the week, but buyers were not to be tempted, and contracts can still be made under fixed rates with facility. In foreign a little more enquiry exists for Chili, but only sufficient to justify a trifling advance. Other descriptions not above former quotations—Burra Burra, 931.; Kapunda, 941.; Copapo, 961. to 881. Yellow metal sold of sale, and unaltered in price.

IRON.—A steadier demand exists for rails, price firm at 51. Merchant bars continue in fair request, at 51. 17s. 6d., f.o.b. in London, 51. 6s. in Wales. Staffordshire descriptions very little enquired for, sellers submitting to any reasonable terms in order to do business. Owing to heavy arrivals, and the slackness of the demand, Swedish bars have considerably receded in price; several parcels have been offering, ex ship, at 101., and not finding purchasers even at this low figure, have been landed. Some lots, however, were sold at this price for arrival. Scotch pigs showed a tendency to advance since the beginning of the week; mixed numbers are quoted 50s. 6d. to 50s. 9d., and market firm. Shipping brands in fair demand.

LEAD.—A rather better tone is observable in the market, in consequence of some little enquiry having sprung up for English pigs. Prices remain unaltered—191. 5s. to 191. 10s. Sheet and shot in very limited request. Spanish pigs, 191., sellers.

SPELTER.—The market is without improvement; this inactivity, if it continues to exist, must have the effect of further reducing prices, but up to to-day quotations have declined only about 5s. per ton—to 151. 10s. Arrivals continue to take place, and the sales are comparatively small, so that from this source a further depreciation in value may be expected. Prices, too, on the other side are lower, and stocks very heavy; thus it will be seen that the prospects of the spelter market are anything but cheering. Zinc, 21. 2s.—dull of sale.

TIN.—English makes are to be bought freely under fixed prices; the demand is very small. Foreign shows great inanimation, and buyers exceedingly difficult to meet with. Straits sold at 1111. Banca, 1141. to 1151., nominal.

TIN-PLATES.—Stocks continue to accumulate, in consequence of the difficulty of finding purchasers. Makers complain that the price barely pays cost of production.

GLASGOW, JULY 17.—The pig-iron market has assumed a quieter tone. Very little business was done, and that at a reduction in quotations. The transactions reported were at 51s. and 50s. 101d. cash for warrants, while at the close not over 50s. 9d. could have been made. G.m.b., No. 1, 50s. 6d.; No. 3, 48s. 6d.

The large amount of money tendered for the Indian Loan, and the vastly increasing sums left on deposit at the joint-stock banks, show that there is no lack of floating capital to account for the general absence of business in the Stock Exchange and out of it, and we can only presume that the public in the present state of affairs abroad prefer the moderate rates of interest obtained through these sources to any speculation whatever. Tin is very dull, and the standard for copper ore down again on Thursday, so that in the MINING SHARE MARKET very little change has taken place since our last in regard to any improvement. There is still an absence of general business, and in many instances, especially in tin mines and heavy stocks, the shares are lower; in a few low-priced shares, however, which had previously been much depressed, there have been more buyers. The mines chiefly dealt in have been East Caradon, Marke Valley, East Grenville, Ludcott, East Russell, Ding Dong, West Rose Down, Rosewall Hill, Sortridge Consols, Great South Tolgus, Carn Camborne, West Polmear, Retallack, Merlyn, West Caradon, Unity, North Treskerby, and a few others. There has also been a demand for West Seton shares at lower quotations than holders are disposed to take, the price being 300 to 305. We understand the mine is looking well, and some interest attaches to cutting the lode, which is shortly expected. Alfred Consols, 111 to 111; Bryn Gwiog, 31 to 33; Calvadack, 6 to 61.

East Caradon have fluctuated during the week, and after touching 211 to 22, they rose on Wednesday to 25, and leave off 24 to 241. The latest report states that the lode in the 60 west had improved to 701. per fm., and the 60 east to 451. per fm., and “both ends still improving.” This is what we fully anticipated, and referred to last week, and in a few days it is expected that the 60 west will be worth 1001. per fm., at least. In our last we stated the profit on the four months' working of the mine was 41041. 16s. 11d. This may appear rather different from the statement of the accounts since furnished to the shareholders, and we would, therefore, explain that we did not include in the four months' current cost 2501. and expenses paid for the purchase of ten shares transferred by a forged deed several months ago, and which could not fairly come into a profit and loss account of the past four months. Besides, the matter is under legal investigation, and from what transpired at the meeting the directors were evidently under the impression that the sum in question may not eventually end in a loss. Marke Valley have kept pretty quiet at 91 to 911. Carnborn Vean have declined to 111, 111; Carn Brea, 65 to 70; Condurrow, 45 to 471, and more freely offered; Cook's Kitchen, 27 to 29; East Devon, 2 to 21; East Basset, 84 to 86; Great South Tolgus, 24 to 21. Par Consols, 8 to 9; at the meeting a dividend of 5s. per share (16001.) was declared, and a balance of 44361. 12s. 5d. carried to credit of next account. The ends in the mine are not looking so well; but in the 120 west, on Stephen's lode, which is 40 fms. further west of the deeper levels, the end is worth 201. per fm.; the ends for tin, 451.; and the returns of tin about 24 tons per month. The tin sold in Jan., Feb., March, and April, was 112 tons, at an average price of 671. 17s. 6d.; and 1166 tons of copper, averaging 81. 8s. 6d. The price of the tin shows a decline of nearly 131. per ton, altogether.

East Grenville shares kept pretty firm until the settling-day, when some hundreds of shares, through the default of a large purchaser, were thrown upon the market, and the price declined to 37s.; they were all eagerly bought up, however; the price rose to 39s., 40s., and after a large business

they leave off 40s. to 42s. The latest official report states—“The shaft is worth 3 tons of copper ore per fm., and good work for tin; the 35 west is worth full 2 tons, and looking well; the 25 east promising improvement; the 25 west producing stones of ore.” North Minera, 28s. to 30s.; the mine has sampled 50 tons of ore, and is reported to be looking better, and a new branch or lode, running at right angles with the lode, cut, and at present worth 4 to 5 tons per fathom. East Russell shares advanced to 41, buyers, and a good business done; they then declined to 31, and leave off 31 to 41. Great Retallack, 12s. to 14s., and a good many buyers. Herodsfoot, 39 to 40. Wheal Margery, 31 to 41, and more enquired for. New Seton, 44 to 46. Carn Camborne, 11 to 111; the report this week shows a good and important discovery at the adit level, where a fine lode has been cut, 3 to 4 feet wide, of rich gossan and yellow ore intermixed; this, at first supposed to be a canter, now appears to be the main part of the lode driven upon by old workers at the adit, and from which rich work is now being broken. The lode and branches altogether are now nearly 10 feet wide; and in a rise in the back of the adit the eastern end of the lode, for 1 ft. wide, is, according to the agent's report, nearly solid yellow copper ore. Wheal Norris, 35s. to 37s., and the mine progressing in a very satisfactory way. North Robert, 14s. to 16s.; North Roskear, 19 to 21; North Treskerby 21 to 22; Providence Mines, 31 to 33; Rosewall Hill and Ransom United, 22s. 6d. to 25s.; Rosewarne United, 22 to 24. Sortridge Consols, 12s. to 14s.; we understand the lode here continues to look well. South Caradon, 300 to 305; South Frances, 115 to 120; St. Ives Consols, 28 to 30; Stray Park, 32 to 34. Tamar Consols have declined to 30s., 35s. Tincroft, 51 to 511; Tolcarne, 21 to 31; Trelyon Consols, 10 to 12; West Bryn Gwiog, 32 to 34. West Caradon, 45 to 47, and more business doing; the mine, we understand, is looking better in Pryor's shaft, an important point, to which we have frequently called attention. West Polmear, 19s. to 21s.; West Rose Down, 121 to 131; Wheal Clifford, 160 to 170; Wheal Grenville, 11 to 111; Wheal Ludcott, 21 to 211; Wheal Mary Ann, 91 to 101; Wheal Moyle, 2 to 21; Wheal Seton, 60 to 65. Wheal Trelawny, 14 to 141; the crop ore, 60 tons, sold on the 13th at 231. 10s. per ton; and the second parcel, 20 tons, at 71. 9s. per ton. Wheal Unity, 18s. to 20s., and a very large business done since our last. The indications at the 75 cross-cut are described as presenting every appearance of the near approach to a course of ore. Wheal Unity, 4 to 41; Wheal Union, 2 to 21. Ding Dong shares have advanced to 20, 221; the mine has greatly improved in the 60, at Qualk's shaft; this lode was first referred to as having been met with at the April special meeting, and a recommendation of the agents given to prosecute it with vigour, as it appeared to be a continuation of the old Ding Dong lode, at a distance of 100 fathoms eastward of where it had once been seen before, and upon which very large profits had been made. Up to the meeting in June this discovery had yielded 5001. worth of tin, and is now said to have yielded 15 tons of tin during the last month, and if it continues as productive as at present, the mine may soon pay dividends again. A few years ago the mine paid good profits, and shares were at a high price; since that time they have been as low as 21., and those who held on during the temporary poverty of the mine may be rewarded with a good price again.

North Down shares have been more in request, at 41 to 411; the 50 west, now 30 fathoms from King's shaft, is worth 201. per fm., driving for 41. per fm.; the 50 east, driven 32 fms., worth on an average 401. per fm.; and the present end is worth 901. per fm.; the stopes are worth 1701. per fathom. East Carn Brea, 71 to 711; the 40 east is yielding 2 tons of ore per fm.; the 40 west is yielding 4 tons per fm. Wheal Agra, 4; the 80 east has improved to 2 tons per fm. Port Phillip, 20s. to 21s.; the company made a profit of 10,0581. in the half-year, and a dividend of 1s. per share will be declared at the meeting on the 31st. West Frances, 14 to 15.

On the Stock Exchange, a moderate amount of business has been transacted in Mining Shares during the week. The following prices were officially recorded in British Mining Shares:—East Caradon, 221, 221, 23, 231, 241, 241, 25, 241; East Wheal Russell, 31, 4, 31, 31, 31; East Basset, 85, 87, 851, 841, 86, 851; Great South Tolgus, 21, 21; South Caradon, 302; Stray Park, 311; West Caradon, 451, 46, 461. In Colonial Mining Shares the prices were:—Bon Accord, 11, 11, 11, 11, 11; Port Phillip, 1; Great Northern Copper of South Australia, 11, 11. In Foreign Mining Shares the prices were:—United Mexican, 51, 5, 5, 5; St. John del Rey, 321, 331, 321, 331, 33; Linares, 71, 71.

Foreign and Colonial Mining Shares have been in greater demand during the week “outside,” the receipt of the Colonial Mail having had an effect on the tone of the market. Mining in Australia still continues to steadily advance, not only in the work done at the mines, but in the estimation of the public, notwithstanding the very material drawback experienced by English capitalists in the works being entirely out of their personal supervision. Great Northern shares are firmer, leaving off 11 to 111; the company is in receipt of 50 tons of ore this week, and two vessels overdue, containing upwards of 150 tons more, while the appearances at the mines in work induce the belief that an increased quantity will follow. Bon Accord shares have declined to 1, 11, having changed hands at 11. Port Phillip, 1 to 11; the directors propose to divide a sum out of the profits on the past six months' working equal to 1s. per share. Kapunda, 2 to 21; Worthing quiet, at 1 to 11; the directors state that the ore is improving in quantity and quality, although the agents' report has not as yet appeared. From other sources, however, we learn that the machinery is working very satisfactorily, and has introduced into the colony mechanical appliances that must tend to materially lessen manual labour, and consequently the cost of production, not only as regards mining matters. St. John del Rey, 321 to 331; the profit for May amounts to 64291. Linares, 71 to 71; General, 231 to 241; United Mexican quiet, at 5 to 51. Dun Mountain shares are quoted nominally at 1; the meeting is called for the 31st inst., and it appears by the report that the railway works are progressing.

The closing quotations for shares in new undertakings were as follows:—Ocean Marine Insurance, 31 to 41 prem.; Thames and Mersey Marine, 1 to 1 prem.; Universal Marine Insurance, 1 to 1 dis.; London and Provincial Marine, par; China and Japan Steam, par to 1 prem.; Commercial Copper, 1 dis. to par; Natal Land, 1 par to 1 prem.; National Boat-Building, 1 to 1 prem.; Oriental and General Marine, 1 to 1 prem.; and Compressed Coal, 1 to 1 prem.

At Truro Ticketing, on Thursday, 5096 tons of ore were sold, realising 27,5721. 17s. 6d. The particulars of the sale were—Average standard, 121. 18s.; average produce, 61; average price per ton, 41. 15s.; quantity of fine copper, 313 tons 9 cwt. The following are the particulars:—

Date.	Tons.	Standard.	Produce.	Price per ton.	Ore copper.
June 30.....	5258	121 9 0	61.....	41 10 0	278 10 6
“ 27.....	2852	119 11 0	61.....	4 19 6	77 1 0
July 4.....	2821	119 1 0	7.....	5 13 0	80 0 0
“ 11.....	2898	119 16 0	61.....	5 5 0	79 0 0
“ 18.....	5096	121 18 0	61.....	4 15 0	77 4 0

Compared with last week's sale, the standard is unchanged. Compared with the corresponding sale of last month, there has been a very slight advance.

At the Swansea Ticketing, on Tuesday, 2582 tons of ore were sold, realising 27,5721. 17s. 6d. The particulars of the sale were—Average standard, 981. 11s. 6d.; average produce, 131; average price per ton, 101. 13s. 6d.; quantity of fine copper, 337 tons 51 cwt. The following are the particulars of the sales during the past month:—

Date.	Tons.	Standard.	Produce.	Price per ton.	Ore cop.
June 18.....	2442	99 18 0	151.....	121 17 6	285 3 0
June 25.....	1608	98 18 0	161.....	13 16 6	83 5 0
July 16.....	2582	98 11 6	131-161.	10 13 6	81 15 0

Compared with last sale the decline has been—in the standard, 11. 7s. 6d.; and in the price per ton of ore about 3s. 7d. Compared with the corresponding sale of last month the decline has been—in the standard 37. 7s. 6d., and in the price per ton of ore about 8s. 10d. Of the 2582 tons of ore sold on Tuesday, 1081 tons were from British mines, which gave an average produce of 91, and sold at an average standard of 1031. 3s. 6d. = 71. 19s. per ton of ore. The remaining 1501 tons were foreign ores, which gave an average produce of 151, and sold at an average standard of 961. 13s. 6d. = 121. 13s. per ton of ore. On July 30, there will be offered for sale 1071 tons of ore, from Chili, Knockmahon, Lochwinnoch, Australian Regulars and Precipitate.

In the COAL MARKET, on Monday, there were 72 arrivals. The market was brisk for all descriptions of coal, and quotations generally 3d. per ton higher. Best house coal, 18s. 6d. to 19s.; seconds, 16s. to 17s.; Hartley's, 14s. 6d. to 15s. 6d.; manufacturers', 12s. 6d. to 14s. 6d.—On Wednesday, only ten ships having come forward, the quantity for sale was trifling, and a clearance readily effected at, in some cases, rather higher prices; best sorts quoting at 19s. 3d. per ton.—On Friday, there were 25 arrivals. The quantity of house coal was quite insignificant, and a clearance was effected at 3d. per ton advance

Tees Wallsend, 19s.; Hartlepool Wallsend, 18s. 9d.; Kellow Wallsend, 18s. 3d.: 125 ships at sea.

At the Par Consols Mine meeting, on Saturday, the accounts for the four months ending April showed a profit of 1736l. 7s. 11d., which, added to the balance at last account, made a total credit of 6036l. 12s. 5d. A dividend of 1600l. (5s. per share) was declared, and a balance of 4436l. 12s. 5d. carried to the credit of the next account. It was resolved that as the man-engine, which has been recently erected in this mine at an expense exceeding 1000l., will be as much, if not more, for the benefit of the lord of the soil as for the adventurers, in consequence of the miners being enabled to increase their labour from 20 to 25 per cent. the pursuer be instructed to put himself in communication with the lords, in the full hope and expectation that they will authorise them to deduct 2½ per cent. from this time from their respective dues, in order to cover the interest upon the above permanent outlay, and the necessary expenses in keeping it in an efficient state, the same as has been done by the lords at Fowey Consols Mine.

At Frank Mills Mine meeting, on July 12, the accounts for March and April showed—Balance last audit, 1041l. 11s. 2d.; advances of call paid, 17, 10s.; ore sold, 2824l. 13s. 8d.;—3867l. 14s. 10d.;—Mine cost, merchants' bills, and sundries, 1708l. 1s. 4d.; leaving credit balance, 2159l. 13s. 6d. A dividend of 750l. (3s. per share) was declared, and 1409l. 13s. 6d. carried to credit of next account. Capt. J. P. Nicholls and John Cornish reported that their next sampling would be about the same quantity as last. The mine and all the machinery connected therewith was in very fair condition. They had 145 hands employed underground and at surface. They are expecting to cut a lode, never before seen in the district, in the cross-cut now driving at the 60 fm. level.

At Alfred Consols meeting, on July 15, the accounts for two months ending April showed—Balance last audit, 2184l. 14s. 5d.; mine costs, 1426l. 12s. 3d.; merchants' bills, 816l. 17s. 4d.;—2462l. 4s.—Copper ore sold, 1563l. 6s. 4d.; leaving debit balance, 898l. 9s. 6d. Captains Uren and Hosking reported that as the future success of the mine depends very materially upon the vigorous prosecution of Davey's engine-shaft, which is now completed to the 160 fm. level, and the balance boat-plant finished to the 60 fm. level, they recommended that the pit-work be at once completed to the bottom of the above shaft, thereby dispensing with Field's engine entirely, which would effect a saving of 50l. per month, and enable them to prosecute the bottom of the mine without let or hindrance. The whole could be done for 1100l. or 1200l., and the materials in connection with Field's engine would more than cover the expense.

At Exmouth Mine meeting, on July 12 (Mr. W. Sanders in the chair), the accounts showed—Balance last meeting, 1261l. 16s. 3d.; mine cost, merchants' bills, and sundries, 1867l. 16s. 10d.;—3129l. 13s. 11d.—Calls received, 922l. 2s. 9d.; ore sold, 997l. 10s.; interest, 2l. 11s.; leaving debit balance, 1205l. 9s. 4d. A call of 3s. 6d. per share was made. Messrs. Porter, Smith, Glover, Boden, Sanders, Waters, and Dr. Ramsbottom were appointed committee of management for the next two months. Captains J. P. and J. Nicholls reported that taking into consideration the improved prospects in the two extreme ends—the 20 south and the 60 north—they think vigorous development will lead to good results. All the machinery is in good working order. They have 122 hands employed.

At the Wheal Concord Silver-Lead and Copper Mining Company first annual general meeting, Mr. W. Heall (the Chairman) reported that the prospects of the company were, in the opinion of the directors, most encouraging. They had made arrangements with Mr. Bastier for the purchase of his patent pump; the mine had been partially forked, and as soon as additional strength shall have been supplied to the chain it is expected, from the enormous pumping powers of the machine, that it will be speedily forked to the bottom.—Specimens were produced at the meeting of lead ore of extraordinary richness, taken from the 10 fm. level east, and the captain at the mine stated that he brought to the surface was of the best quality. Altogether, the directors congratulated the company upon the prospects of the mine, and felt confident that only a very short period will elapse before the mine takes a prominent position among the dividend-paying mines.

At Wheal Polmar meeting, on July 10 (Mr. E. Carlson in the chair), the accounts for the four months ending April showed—Mine cost, Jan., 508l. 11s. 10d.; Feb., 387l. 15s. 11d.; March, 403l. 18s. 9d.; April, 406l. 6s. 4d.; merchants' bills, for four months, ending of December, 715l. 5s. 5d.; water-wheel and crusher, 150l.; dues, 119l. 11s. 10d.;—2691l. 9s. 4d.—Balance last audit, 10s. 10d.; copper ore sold, January, 896l. 10s. 9d.; May, 1343l. 17s. 1d.; carriage, 67l. 11s. 6d.; leaving debit balance, 382l. 19s. 2d. The report of Capt. J. Dally and W. Rowe stated that they would have 120 tons of copper ore for sale on Thursday.

At the Wheal Lushington meeting, on July 9, the accounts for April and May showed—Balance last audit, 125l. 17s. 4d.; mine cost, April, 96l. 6s. 4d.; May, 163l. 1s.; merchants' bills, 17s. 8d.; dues, 24l. 14s. 6d.;—477l. 7s. 2d.—Call, 122l. 10s.; tin sold and carriage, May, 93l. 2s. 6d.; use of burning-house, 11s. 6d.; tin sold and carriage, June, 208l. 2s. 1d.; leaving debit balance, 27s. 1d. The pursuer was instructed to take legal proceedings against all defaulters who may neglect to pay their calls within a reasonable time. It was resolved that Capt. A. Langdon confine his attention to the dressing of tin, for which he should receive four guineas per month, and that Capt. Bray's salary, for extra services to be in future rendered by him, and for assaying the samples, be four guineas per month.

At the Leeds and St. Aubyn Mine meeting, on July 10, the accounts for the four months ending April showed—Mine cost, Jan., to April, 657l. 18s. 3d.; merchants' bills, 206l. 13s. 9d.; dues, 227l. 15s. 11d.;—917l. 7s. 11d.—Balance last audit, 14s. 1d.; black tin sold, 820l. 14s.; leaving debit balance, 95l. 19s. 10d. The pursuer was empowered to let from time to time such numbers of the unemployed stamp-heads as may not be required for the use of the mine, the monthly rent of which was to be fixed by Capt. J. Curtis and Capt. R. S. Bryant. The report of the managing underground agent (Capt. John Curtis) stated that in about three months they calculated on reaching the 10, and then with the two additional ends driving, and cutting out old pitches, they might confidently reckon on increasing three-fold their present sales of tin.

At the North Rocks Mine meeting, on July 9, the accounts showed—Balance last audit, 498l. 15s. 4d.; mine cost, April, 1064l. 12s. 11d.; May, 1301l. 6s.; sundries, 117l. 16s. 10d.; water rent, 29l. 11s. 4d.; dues, 122l. 15s. 10d.; merchants' bills, 807l. 3s. 10d.;—3767l. 2s. 2d.—Copper ore sold, May, 1644l. 19s. 10d.; tin, 917l. 13s. 8d.; arsenic, 50l.; materials, 37l. 12s.; crushing ores, 18s. 9d.; leaving debit balance, 1118l. 17s. 11d. The pursuer's representative having read the resolution made May 14, relative to Mr. W. Lanyon's successor, the clerk and storekeeper's duties were defined, and it was resolved that he be required to be on the mine at 6 o'clock A.M. every Monday, seven o'clock A.M. on every other day, and to remain until five o'clock every day, Sundays excepted. It was then proposed that Mr. E. Edwards be appointed to the situation of clerk and storekeeper, to which Mr. A. E. Paul was also nominated. It having been urged that whoever occupied the position should attend agreeably with the above resolution, Mr. Paul withdrew, when it was agreed that Mr. Edwards be appointed, at a salary of seven guineas per month. The report of Capt. Joseph Vivian, James Dunkin, and Robert Angove was read, which stated that there were two points to reach, which, if they turned out according to their expectations, would place the mine in altogether a different position from that which it at present occupied. They looked forward with confidence to making discoveries in these parts of the mine.

At the Wheal Edward meeting, on Thursday (Dr. J. E. Mathew in the chair), the accounts showed a credit balance of 71l. 10s. 11d. The committee were re-elected. Details in another column.

At Wheal Sitchey and Carneal United Mines meeting, on July 9, the accounts showed—Balance last audit, 1591l. 13s. 9d.; mine cost, 1040l. 14s. 11d.; merchants' bills, 456l. 2s. 4d.; balance for engine, 224l. 11s. 3d.—Calls received, 2045l. 1s.; black tin sold, 305l. 4s. 3d.; horse sold, 14l.; leaving debit balance, 916l. 7s. 1d. A call of 10s. per share was made. Capt. M. W. Martyn, W. Chappell, and W. H. Martin reported upon the various points of operation. The labour cost is charged to May 17, the merchants' bills to June 1.

At West Wheal Margaret meeting, on Thursday (Mr. R. Hallett in the chair), the accounts showed—Balance last audit, 28l. 3s. 1d.; tin sold, 98l. 4s. 6d.; advances, 119l. 5s.; calls received, 446l. 14s. 8d.;—692l. 7s. 3d.—Mine cost, March, April, and May, 406l. 17s. 7d.; merchants' bills, 75l. 13s.; acceptances, 191l. 2s. 4d.; committee, 16l. 16s.; bankers' commission, 2l. 10s. 6d.; leaving balance (cash), 17l. 7s. 10d. The balance of liabilities over assets was 798l. 7s. 2d. The report of the agent (Capt. White) stated that the men have begun to sink Hallett's shaft below the 30 fm. level. "We have now set them a bargain to sink it to the 40 fm. level, which will be completed about the beginning of October, if the ground continues as it is at present. Our setting on Saturday last was as follows:—Hallett's shaft, to sink by eight men, 10 fathoms, as per contract, 12l. per fathom, and two tribute pitches at 18s. 4d. in 17." The Chairman stated that the agent had perused the 80s. and 100s. contracts, and that a discovery had been made, therefore, to discharge the liabilities and provide the funds necessary for the working of the mine during the current three months it would be necessary to make a call of 8s. per share. The report and accounts having been adopted, a call of 8s. per share was made. Some discussion ensued as to what course should be adopted with regard to the future, when it was agreed that the matter should be left in the hands of the committee. A vote of thanks to the Chairman terminated the proceedings.

At Trumpet United Mines meeting, on Tuesday (Mr. John Sugars in the chair), the accounts for the three months ending May showed—Mine cost, merchants' bills, and sundries (including 190l. for boiler), 599l.—Balance last audit, 44l. 15s. 6d.; calls received, 438l. 8s.; leaving debit balance, 115l. 16s. 6d. A call of 3s. per share was made. The balance sheet showed the number of lodes traversing this piece of ground, with the facilities for working them, and the tin deposits in the neighbourhood, they consider they have good prospects for profitable results.

At the Dulais Tin Mining Company meeting, on July 8 (Mr. J. Shimm in the chair), it was resolved to increase the capital by the creation of 2992 new shares. The 12s. 6d. (to assimilate these new shares with those previously existing) is payable by three instalments—5s. on allotment, 5s. in three months, and 2s. 6d. in six months.

At the Keswick Mine meeting, on Tuesday, the accounts from Nov. to May showed—Balance last audit, 759l. 18s. 2d.; mine cost, 2195l. 18s. 5d.; merchants' bills, 403l. 13s. 1d.; lords' dues, 146l. 5s. 5d.; sundries, 44l. 4s. 8d.; discount and interest, 36l. 2s. 3d.;—3867l. 14s. 10d.—Lead ore sold, 2473l. 2s. 3d.; leaving debit balance, 1108l. 0s. 9d. From a statement submitted, it appeared that the returns from July, 1860, to the end of June, 1861, showed an increase of 65 tons of lead ore (amounting in value to about 650l.) as compared with the corresponding preceding period. It was stated that since May, 1860, a new plan of operations had been carried on, and extra outwork had been commenced in opening out the various levels, the additional cost of which had been met by the returns. At the present moment the mine contains a fair quantity of lead in reserve, whereas previously to the adoption of the new plan of operations there were no reserves, the ore having been taken away close up to the ends; therefore, there can be no doubt the mine has greatly improved since May, 1860. But for the falling off in the price of lead, the returns at the present time would be leaving a profit. From the appearance of the ends, however, it was calculated that a still greater improvement would be made, and, from the improved condition of the company's affairs and the success which has attended the new plan of operations, that regular and steady profits would be made. As the loss per month, including the cost of the increased outwork operations, has not exceeded 40l., it must be obvious that a small improvement in any one part of the mine would make their operations profitable, and the general appearance of the ends justified the assumption that the returns would henceforth more than cover the monthly loss which had been sustained during the past year; and, moreover, that the mine, after years of perseverance, would become a paying property. From the agent's report, it appeared that the present average of the various stops and ends was about 11s. 6d. per ton, and from the appearance of the ends he calculated that average would be considerably increased. He stated that the stops were yielding well, and would continue to do so for some time, and although at the present time the ends were not highly productive, the indications and the strength of the lode were such as to scarcely leave a doubt of largely increased returns. There were six levels being driven—the old Brandy, which is being driven from the mountain side, in order to reach the deposits worked on by the agents, and whence, from the appearance of the excavations, a considerable quantity of lead was raised; as they continued their operations the indications grew stronger that they were nearing those deposits—in fact, the lode was now giving stones and silver lead. The old level was being driven, which increased in depth from the surface the

further it was explored, owing to the activity of the mountain. The 20 fm. level was being driven north, with the lode presenting good appearances. In the 30 fm. level the lode was divided, but each part looked strong and kindly. In the 40 the lode was yielding some lead, and presenting prospects of improvement; and in the 50 the prospects were still more encouraging. After a short discussion the report was received and adopted, and the accounts were passed and allowed. A call of 4s. per share was made. A vote of thanks to the Chairman was passed, when the proceedings terminated.

At the West Damsel Mine meeting, on Monday, the accounts showed—Mine cost, May, 640l. 3s. 3d.; June, 259l. 7s.; merchants' bills, 359l. 5s. 10d.—1329l.—Balance last audit, 585l. 15s. 4d.; ore sold (ton dues), 1186l. 18s. 10d.; leaving credit balance, 443l. 14s. 2d.; 150l. balance for a crusher has been charged, or the accounts would have shown a small profit on the two months' working.

At the United Mines meeting, on Wednesday, it was proposed to consolidate the mines with Wheal Clifford and Consols, the combined adventure to be in 2900 shares of 35l. each. As the present market value of Clifford and Consols is 175l., and that of the United Mines 35l. each, Clifford and Consols share will represent 5s. shares in the new adventure, and each United Mines share one share therein. Shares relinquished are to be paid for in two years at the above valuation. The materials on the United Mines are valued at 14,000l. The proposition will be decided by the result of meetings of Clifford and Consols on August 6, and of the United Mines on August 7.

At the South Wheal Gorland meeting, on Thursday (Mr. J. Hoyle in the chair), the accounts to the end of June showed—Balance last audit, 473l. 10s.; mine cost from August, 1860, to June, 1861, 409l. 4s. 7d.; leaving balance in favour of mine, 64l. 5s. 3d. It was agreed that the consideration of the creation and issue of 1000 shares should be deferred to the next general meeting. A call of 10s. per share was made. The report of Captain W. Rutter, jun., was read.

At East Wheal Margaret meeting, on Tuesday (Mr. T. S. Bolitho in the chair), the mine and materials were offered by auction in one lot, but the highest bid being 1500l., and the reserved price 1800l., they were bought in. It was then resolved that the committee be authorised to dispose of the property at any sum they may think right to accept beyond 1800l., and if no sale can be effected before August 1, the agents are to prepare the materials for sale. The lord's agents are to be offered the materials on the terms of the lease, and the payment of all arrears of calls are to be forthwith enforced.

At Penhale Moor Mine meeting, on July 4, the accounts for March and April showed—Balance last audit, 507l. 18s. 11d.; mine cost and merchants' bills, March, 253l. 16s. 8d.; April, 278l. 16s. 5d.;—1040l. 12s.—Calls received, 490l.; black tin sold, 75l. 0s. 6d.; leaving debit balance, 565l. 11s. 6d. The balance of liabilities over assets was 622l. 5s. 7d. A call of 10s. per share was made. Captain Nicholas Pascoe reported favourably upon the position and prospects of the mine, and a shareholder who has since visited the mine describes the lodes as still holding good.

At the Port Phillip and Colonial Mining Company meeting, on July 31, a financial statement will be presented showing—Cash at bankers, 2213l. 17s. 1d.; bills in hand, 4000l.; on deposit at London Joint-Stock Bank, 5500l.—11,713l. 17s. 1d.—Dividends unpaid, 568l. 15s.; Melbourne stores, 500l.; leaving available balance, 10,645l. 2s. 1d. The profits on the six months' working to the end of March was 10,058l. 7s. 5d. It will be proposed to distribute to the shareholders 1s. per share, free of income tax, and to appropriate 10 per cent. thereon to the reserve fund. The company's deed not providing for the declaration of dividends, except in January, the proposed distribution will be made as a "distribution on account of profits," and at the next annual meeting measures will be proposed to remedy the omission. Under date Melbourne, April 25, Mr. Bland writes:—"The returns for March complete another half-year, and the result is, I consider, highly satisfactory. The quantity of quartz crushed during that period amounts to 14,758 tons, yielding 11,521 ozs. 9 dwts. 8 grs. of pure gold, or an average of 15 dwts. 16 grs. per ton. The weekly average of gold standard is 567 tons, and the average duty per head per diem is 2 tons 7 dwts. 1 gr. The amount received on Clunes account for the six months is 20,125l. 10s. 8d.; expended, 10,067l. 3s. 3d.; profit for six months, 10,058l. 7s. 5d.; the profit for the month of April has been 2305l. 7s. 9d. The whole of the machinery is in excellent order, and the supply of mineral ample."

At the Clunes Quartz Mining Company meeting, at Melbourne, on May 4, the accounts for the six months ending that day showed—Balance last audit, 7l. 18s. 9d.; received from Port Phillip Company for gold, 25,381l. 9s. 4d.; raw quartz account, 810l. 7s. 6d.; sundries, 61l. 9s. 8d.;—26,261l. 5s. 3d.—Loan from bank (outstanding at Nov. meeting) repaid, 95l. 0s. 11d.; labour cost, wages, &c., 19,338l. 5s. 4d.; bankers' commissions, 31l. 16s. 8d.; leaving credit balance, 6796l. 2s. 4d. Dividends amounting to 5346l. were declared, and 1450l. 2s. 4d. carried to credit of next account. The balance of assets over liabilities was 9144l. 6s. The average yield of gold per ton of quartz was 16 dwts. 20½ grs. These accounts are particularly interesting, as refuting the fallacious notion of the reefs getting poorer or cutting out in depth. The half-year concluded was the most successful since the mines started.

At the United Mexican Mining Association meeting, on Thursday, the directors decided to pay off 40 per cent. of the preference stock out of the funds in hand.

At the Central Italian Copper Company annual meeting, on Monday, Sir H. J. Pelly, Bart., in the chair, an adjournment took place, in consequence of the absence of the manager. He was expected to arrive in England in a few days.

At the Scottish Australian Investment Company meeting, on Friday next, the accounts for the six months ending December in the colony, and ending June in London, will show—Profits in the colony, 12,259l. 15s. 7d.; transfer fees and interest, 431l. 13s. 3d.;—12,741l. 8s. 10d.—Colonial charges, 1083l. 13s. 2d.; commissions, 438l. 13s. 4d.; home charges, 765l. 10s. 2d.; preference dividends, interest on debentures, and sundries, 1077l. 17s.; leaving credit balance, being nett profit on the six months' working, 9380l. 19s. 2d., which added to the reserved fund gives an aggregate available profit of 20,246l. 0s. 10d. From this the directors propose to declare 10 per cent. per annum upon the ordinary stock, which will require 10,000l., and leave at the credit of the reserve fund 10,246l. 0s. 10d. The directors have placed 9066l. of preference stock, and 45,890l. of debentures, making together 54,996l. of subsidiary capital to be employed by the company in the colony, irrespective of the reserved fund—this money can be lent out in the colony at rates which leave a considerable margin of profit. The Pyramont Bridge tolls have increased during the past half-year by 431l. 8s. 3d., and it is anticipated that there will be a further increase when the bridge to Gieble Island, now in course of erection by the Government, shall have been completed.

LEEDS, JULY 18.—In the Mining Market few transactions have taken place; all descriptions of stock have been quiet, and business has been almost altogether superseded during the week by the great interest taken in the Royal Agricultural Show held here, which has been a most decided success, and well worthy the attention which has been bestowed upon it.

The sudden death of Mr. Thomas Edward Pilt, one of the principal shareholders here, has cast a gloom over the entire market.

Brea Consols, 19s. to 22s.; Craven Moor, 3s. to 4s.; Hebden Moor, 18s. to 22s.; Mer-ryfield, 3s. to 4s.; North Hallenbale, 25s. to 30s.; Wensleydale, 7s. to 8s.; York-shire, 10s. to 12s.—JOHN GLEDHILL AND CO.

The Copiapo Mining Company quote their copp 90l. per ton.

GREAT TREGUNE CONSOLS.—The matters in dispute between Mr. F. S. Thomas and the directors of this company, after an argument which occupied the greater part of four days, has been decided by Vice-Chancellor Sir W. Page Wood dismissing the plaintiff's bill, with costs. We understand, however, that Mr. Thomas has given notice of appeal from this judgment. The result of future legal proceedings must, therefore, be awaited to show on whom the heavy law costs of this unfortunate suit must fall.

MIZEN HEAD MINING COMPANY, and the EXPERIMENTAL LAW.—It will be recollected that some short time since Mr. Rosenthal, solicitor of Dublin, purchased the outstanding calls, amounting to 11,685l. 7s. 6d. for 18l., and a case of much importance to stockbrokers was heard at Dublin, before Master Brooke, on Monday. The case came on under an order from the Master of the Rolls, authorising Messrs. Mackie and North, stockbrokers, of London, to dispute their liability to be on the list of contributors, upon which their names had been placed in February, 1858, as shareholders in the company. These gentlemen denied liability of any kind, and had no notice or intimation whatever of being placed on the list until an application was made to them last May for payment of calls on 570 shares by Messrs. Messrs. Mackie and Co. contended that they were merely agents in the share transactions under notice. The Master, in giving judgment, said that Messrs. Mackie and Co. came before him with perfectly well-kept books, and every part of their case stood well together; whilst the books of the company, upon which their opponent relied, were ill kept and irregular. He had the clear and positive evidence of Mr. Mackie, which he considered most satisfactory, and he had no hesitation in deciding that their names should be removed from the list of contributors, and that Mr. Rosenthal should pay their costs, including the cost of the Rolls motion, the official manager to have his costs allowed out of the funds.

At Penzance County Court, on Monday, Mr. R. G. Mitchell sued Mr. Viner, a shareholder in Wheal Bal, for 9l. 3s. 4d. for a load of timber. Mr. Viner denied his liability, but the existence of his name on the cost-book was proved. The judge (Mr. C. D. Bevan) wished the case had been tried in the Stannaries Court with all his heart, but as he had concurrent jurisdiction he could not offer any objection to suitors who choose to come there. He gave judgment for the plaintiff for immediate payment, with advocate's fees and expenses of witnesses.

THE ISLAND OF ANGLESEY COAL AND COKE COMPANY (LIMITED).—A winding-up petition, presented by Mr. Chas. Owen, of Newcastle, Gloucestershire, a contributory of the company, was heard, a few days since, in the Court of Bankruptcy. It appeared the company had been established and enrolled in 1857, for the purpose of working certain coal mines in the Isle of Anglesey; that they have since disposed of their interest to a gentleman at Manchester, but the purchase had not been completed. Meantime the company had been pressed, and the debts were not satisfied. The trade debts are only some 700l., but there are disputed claims of 3000l. or 4000l. Mr. Roxburgh, on behalf of the directors, required time to answer the affidavits and evidence of the petitioner, and to dispute the debt. His Honour held that where a debt was disputed the order ought not to be made on the presumption that the company was unable to pay it. Time should be given to answer the petition.

SMOKE FROM COLLIERIES.—At the Gateshead County Court, on Monday, Mr. W. H. Willes, Judge, gave judgment in the case of Smith v. Bowes. The plaintiff sued for damages caused to his wheat crop by the smoke and noxious vapours from the defendant's Springwell Colliery. The question of law raised in the case had been decided in two of the superior courts of law—in one the decision was in favour of the plaintiff, and in the other in favour of the defendant. His Honour, therefore, confined his judgment to the question of fact, and on this he had no doubt that, having regard to the ratio decidendi, he ought to determine in favour of the plaintiff, and he, therefore, gave judgment in his favour, and assessed the damages at 22l.—*Newcastle Daily Chronicle.*

LEAD ORES.

Mines.	Tons.	Price per ton.	Purchasers.
Exmouth	100	9 15 0	Stock & Co.
Wheal Frank Mills	60	7 5 6	ditto
Sold on the 10th July.			
Kewick	28	11 10 0	Shield & Dinning.
Sold on the 12th July.			
Cargill	91	12 1 6	Walker, Parker, & Co.
Sold on the 13th July.			
Wheal Trelawny	60	12 10 0	Stock and Co.
Sold on the 15th July.			
Isle of Man Mining Company	100	15 10 0	Sims, Williams, & Co.
Round Hill	25	11 12 6	Walker, Parker, & Co.

BLACK TIN.

Mines.	Tons.	c. q. lbs.	Price per ton.	Amount.	Purchasers.
Wheal Kitty	6	0 11	—	284 6 3	—
Penhalls	5	9 1 2	—	348 7 10	—
Sold on the 12th July.					
Gt. Wh. Vor	18	13 1 7	—	1297 10 2	—
Sold on the 13th July.					
Redmoor	4	10 0 0	67 12 6	—	Calenick Co.

COPPER ORES.

Sampled June 26, and sold at Swansea July 16.

Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Berhaven	120	114	£9 4 0	Cuba	77	197	£16 2 0
ditto	91	114	8 10 0	ditto	9	69	15 6 0
ditto	126	93	7 12 0	French ore	103	67	4 8 0
ditto	79	94	7 10 6	ditto	103	67	4 8 0
ditto	121	107	8 6 0	Knockmahon	53	107	8 17 0
ditto	118	107	8 11 0	ditto	40	87	6 19 0
ditto	105	10	7 18 0	ditto	51	114	9 10 0
Cobre	97	13	10 16 6	Australian	53	209	16 16 0
ditto	89	13	10 13 0	ditto	48	209	16 16 0
ditto	76	13	10 12 0	ditto	9	27	23 0 0
ditto	7	32	44 1 0	ditto	1	15	15 0 0
ditto	86	12	10 4 0	Laxey	110	8	6 11 6
ditto	58	13	10 5 0	Ooklip	19	351	30 6 0
ditto	60	22	18 1 0	Spanish	18	134	10 11 6
ditto	58	22	18 0 6	African	16	183	15 13 0
ditto	87	22	18 0 0	Aus. Regulus	13	563	47 11 0
ditto	59	22	17 17 0	Turkish Ore	13	114	9 1 6
Cuba	111	13	10 5 0	London Ore	5	284	23 13 0
ditto	93	13	10 1 0	ditto	1	67	59 12 0
ditto	92	13	10 2 0	Dyflife	60	7	5 7 6
ditto	81	13	10 7 6	Holyford	7	6	4 19 6

TOTAL PRODUCE.

Berhaven.....	760	£272 5 6	Spanish	18	£190 7 0
Cobre	748	8711 10 6	African	16	250 8 0
Cuba	462	5586 7 0	Australian Regulns	13	618 3 0
French Ore	206	906 8 0	Turkish Ore	13	117 19 0
Knockmahon.....	144	1238 16	London Ore	4	110 11 0
Australian.....	111	1924 0 6	Dyiffie	60	322 10 0
Laxey.....	110	723 5 0	Holyford	7	34 15 6
Ookib	19	570 9 6			

OFFICES OF THE COMPANY,—146, GRESHAM HOUSE, LONDON, E.C.

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The London and North-Western Company has, therefore, been compelled to lay down a new line of rails for its goods traffic into London. That new line of rails involves outlay of new capital. The outlay of new capital absorbs the increased dividend which would otherwise accrue to the shareholders from their largely increased revenue from minerals and goods. And all this results from the necessity of maintaining the high speeds."

Now, that the carrying of 500,000 tons of coal, in addition to the continuance of the previously existing business of the company, may have necessitated the construction of an additional line for a few miles out of London we can readily imagine, but that the officials of the company should be, by implication, charged with having made needless outlay, which could have been avoided by diminishing the speed, we very much question. With regard to Mr. STEPHENSON's statement that the outlay for making provision for this mineral traffic has been prejudicial to the interests of the North-Western shareholders we also deny, and for these reasons: the lowest average number of miles which it can be estimated that the coal is carried is 100, and as Mr. STEPHENSON declares that 500,000 tons per annum are carried, and as the freight would be about 1d. per ton per mile, it follows that the revenue from the carriage of these coals alone is equal to 10 per cent. per annum upon an outlay of 1,000,000; from this revenue certain charges would, of course, have to be deducted, but still there would remain an amount of profit which would amply compensate for the outlay.

It would appear that Mr. STEPHENSON considers the existing postal arrangements might be modified, on the ground that a few hours in the arrival of a mail cannot make any material difference, and that the Post-office authorities should explain why they seek to enter into competition with the telegraph, which must ultimately be successful. He would have the present admirable postal arrangements retarded, and would have the postal authorities forbidden to incite railway companies to high speeds and long runs. The letter is ably written, and contains a vast amount of practical information, well worthy of perusal, though we do not think it will suggest a remedy for the evil it proposes to deal with.

BROWN COAL PITS NEAR MANSFELD, PRUSSIAN SAXONY.

BY W. F. JERVIS, F.G.S., MINING ENGINEER.

The chief brown coal pits in the vicinity of Mansfeld are those of Neuglück and Riechstadt. Neuglück Colliery is situated on the hill at Bornstädt, but is somewhat out of the way of the high road. As there are only 15 ft. of superincumbent clay this is all removed, and the brown coal worked by open-cast. The rapidity with which the operation goes on here may be judged from the fact that each man for his day's earnings of 1s. has to cut out and throw down 14 tons of brown coal. True, it is of an earthy and inferior description, and has to be made into brick-shaped masses with water, in order to fit it for domestic use. At another part of the colliery the brown coal is worked by shafts at a greater depth, where, having been subjected to greater pressure, and been preserved from the influence of the atmosphere, it has not mouldered away. The woody fibre has been better preserved, although it has lost the coherence of the particles which it once possessed. The men can only extract 3½ tons per diem from these underground workings. A section of the strata gives:—

Loam, superincumbent clay, and greyish sand	3 fms.	Sand	6 to 10 fms.
Earthy brown coal	2½ to 3 fms.	Bluish clay	8 fms.
White clay, with streaks of coal ..	2 fms.	Alum shale, consisting of grey clay at the bottom of the series.	3 fms.
Brown coal	2 to 4½ fms.		

The alum shale is roasted and lixiviated: 300 tons of potash alum are manufactured here annually. The concentration of the liquor is produced by means of a graduation-house, 52 ft. high, by brushwood, supported in a loose wooden frame-work, over which the washings drop, the water evaporating to a great extent in the passage.

The best coal, as extracted, costs	4s. 0d. per ton.	Earthy coal, for machinery and the use of the poor	1s. 3d. per ton.
Large lumps, picked by hand	4s. 11d. "	Transport to Eisenach, (same for every kind) ..	4s. 0d. "
Second quality	2s. 5½d. "		

The strata at Riechstadt dip at an angle of 8°. The basin is about 2½ miles long from north-west to south-east, or, as here expressed, lies towards 4 o'clock. The following is a detailed section:—

Firm clay	10 fms. 5 ft. 0 in.	Fourth bed of coal	1 fms. 4 ft. 4 in.
First brown coal bed	0 " 2 " 6 "	Clay	0 " 3 " 3 "
Clay	4 " 3 " 6 "	Fifth bed of coal	0 " 3 " 5 "
Second bed of coal	0 " 3 " 3 "	Clay	1 " 2 " 6 "
Clay	5 " 5 " 3 "	Sixth bed of coal	0 " 5 " 3 "
Third bed, superior solid brown coal ..	0 " 1 " 9 "	Clay	1 " 0 " 10 "
Clay	3 " 2 " 6 "	Seventh bed of coal	0 " 5 " 3 "

The brown coal is divided into two kinds at the bottom of the pits—solid woody coal (*Stück Kohl*), and fine coal for machinery (*Klare or Förder Kohl*). On its arrival at the surface, any lumps of a better quality which may be found in the fine coal are separated by boys with coarse rakes, and constitute the lump coal (*Knorpel Kohl*). The colliers earn for digging out the fine coal 10d. per ton; for hewing out the massive coal from 10d. to 1s. 8d. The quantity of water is very inconsiderable—about 30 cubic feet per minute; it is extracted by a small horizontal engine, built at the Magdesprung Works, which has a 12-in. cylinder, and performs 12-horse power. The quantity of brown coal used for the boilers is about 1 ton in 12 hours.

The levels are distinguished by various names thus:—*Stollen*, or adits. *Grundstrecken* or *Wasserführungsstrecken* do not extend to the open air; the latter communicate with the adit, of which they are the feeders. *Förderstrecken* are the levels provided with tramways for the conveyance of the coal. *Abbaustrecken*, those which are situated in portions of the colliery where the brown coal is being removed, and are consequently being filled in with the removal of the woodwork. As there is never anything like fire-damp in those brown coal pits, ordinary lamps are invariably employed. Two oscillating engines, one of 3 the other of 6-horse power, serve for the extraction of the coal. Step-grates are used for all the furnaces.

One bed is worked away at a time at a given part of the colliery before going deeper; the clay roof is then allowed to fall down, by taking away the wood. After having worked several beds the ground sinks considerably, but the law provides against accidents by establishing a rule that a pillar 30 fms. broad should be left on either side of the high road, or near buildings. No blasting is requisite; the more massive coal is hewn out with axes, the earthy kind is dug out with pickaxes and shovels. The produce of the Riechstadt pits, in 1859, was 392,000 *Tonnen* (about 48,000 tons). There are 250 men, including 132 coal hewers and 61 youths. The common brown coal from these pits, as elsewhere noticed, is largely employed at the Mansfeld Mines for the machinery, and also of late years for the furnaces. Another considerable market is for the distilleries at Nordhausen. The best coal is employed for domestic purposes, but it is a disagreeable kind of fuel from its bituminous odour, and the evolution of a large quantity of water mechanically mixed with it, whereby the room is filled with a constant steam, condensing itself on any cold surfaces, such as glass. The Westphalian iron-works, however, supply a most graceful and economical kind of stove, in which the brown coal can be burned without these annoyances being so much felt. This is a column or rectangular shaft, in which the flame circulates and produces better combustion. The fuel is put in by a door behind the wall of the room; or else the stove, being inserted in a partition-wall, serves to heat two apartments at once.

In the localities I have described the brown coal is found pretty uniformly in beds extending for a considerable distance, it also occurs in local depressions, or small basins, termed nests: these are very disadvantageous to work, and often difficult to drain.

One of the most remarkable brown coal pits which I have visited is that of Prinz Friedrich, at Frankenhäusen. The Tertiary strata are there in close connection with a fault from north-west to south-east, in the older rocks, and are tilted up to 72° or 75° from the horizon, so that the brown coal, which is only 7 or 8 fathoms thick, does not occupy a greater width than that at the surface, which caused it to be long overlooked; indeed, the coal has been only worked about 25 or 30 years.

The vertical section given by the bore commenced Aug. 18, 1858, cutting the brown coal diagonally, would give an idea of far greater thickness:

White clay	21 Prussian ft. 6 in.	White sand, with coal	62 Prussian ft. 0 in.
Grey sand	43 " 0 "	Pure brown coal, pierced to	180 " 0 "
Grey sand	47 " 0 "		
Brown sand, mixed with coal	50 " 0 "		

The brown coal is of excellent quality, but the verticality of the bed makes it more expensive to extract. Although it assumes much the nature of the Belgian coal beds, *en dresant*, it is not customary to work it in steps, but to advance a level, taking away the coal for the whole width;

after this a lower level is constructed, leaving 2 fathoms intermediate space, which can only be got at at a future period. Small pipes are inserted on either side of the bed into the uplifted older and younger rocks to collect the drainage waters. Large quantities of comminuted selenite from the neighbouring fault, and which might readily be mistaken for the purest sand, is found in places with the brown coal, and gives the greatest trouble to the men, for it forms a paste with the water, which percolates to this slight depth, and presents its dead weight against the workings, where the woodwork frequently gives way under the lateral thrust. In the month of May, 1860, a fearful slip of semi-fluid selenite quicksand occurred at this pit, by its fall from a lateral nest. Fortunately the men were all in a part where they could immediately rush up the shaft, so that no one was injured. The havoc in the woodwork was only local, but the ventilation was completely destroyed by the choking up of the whole of the levels, the thin white paste alluded to spreading itself in every direction. Not so fortunate was the proprietor of the Louisa pits, in Bendeleben, four miles off, and about the same time. The coal being there only inclined at an angle of 45° to the west, occupies a far greater breadth of ground at the surface. This falling in by repeated workings, the coal being already known for a thickness of 100 feet, has caused a large crater above, in which rain water had long lodged without being able to penetrate the clay. One night the clay fell in, and the whole of the pit was instantly filled with fluid mud, the wood in the lower level being likewise completely destroyed. It took three months to take out all the mud and restore the workings to their original condition.

LIST OF BROWN COAL PITS IN THE VICINITY OF MANSFELD, IN 1857.

Pits.	No. of colliers.	Members of families.	Value of coal.			Production in <i>Tonnen</i> .
			Raised.	Sold.	Per Tonne.	
MANSFELD LAKE CIRCLE:						
Worked by companies ..	33	541	1044	£23,175	£22,022	5d.
Private pits	4			319	250	1½d.
Royal pit	1	36	77	1,747	1,596	4½d.
SANGERHAUSEN CIRCLE:						
Worked by a company ..	1	51	62	1,501	1,444	4½d.
Private pits	5	527	732	18,738	18,735	4½d. to 6d.
Royal pit	1	233	390	4,213	4,187	3½d.
True coal:—						
Wettin and Lobejun ..	333	672		17,289	15,971	—
Royal Mines						

N.B.—The Tonne is a measure: 1 Tonne of brown coal weighs about 275 lbs.

GOVERNMENT MINE INSPECTION.

THE NORTH STAFFORDSHIRE, CHESHIRE, AND SHROPSHIRE DISTRICT.

—The remarks of Mr. WYNN fully bear out the opinions of several other Inspectors, that it is absolutely necessary to compel timber to be set at given distances; to be distinctly stated in the special rules of the colliery, the system of leaving to individual judgment having been proved to be attended with much unnecessary loss of life. Referring to the accidents from falls of roof and coal, he observes that "In the special rules now in force the words 'where necessary' are the guide to propping and spragging. Now, my wish is to strike out those words, and enforce a thorough system of timbering, whether wanted or not, because we find, when a life is lost, the evidence always goes to prove that the place where the deceased stood was one of the safest in the pit; and most likely it was so, but does not that prove my requirement necessary? I am told this is too arbitrary to be carried out, but if it were once tried, the saving of human life and the saving of timber would be so apparent that there would be no desire to return to the old and dangerous system of working under the newly-bared roof, and then propping it up after the work is done. Coal mining must of necessity be a dangerous occupation, even when all the care is taken that human foresight can suggest, which makes it the more imperative on those who have the charge of coal mines to listen with attention to any suggestions that may tend to the security of the workmen; and when I find, on a strict scrutiny of some hundreds of accidents, that two loaders and men of that class are killed by falls of roof to one collier, the numbers employed being about equal, it is high time that something should be done in the way of systematic timbering to reduce that fearful catalogue of 400 lives lost by falls of coal and roof to the lowest possible limit, which most certainly is not the case at present. It is unnecessary to report the particulars of each case in the tabular list, they being so much alike, and the remedy in many being so simple. On the question being asked at the inquest—'Would not a prop or two being set (or a sprag, as the case may be) have saved this man's life?' the answer invariably is—'Yes; but we thought it was not necessary;' therefore, I repeat, necessary or not necessary, set the timber, as any reasonable man would do when the support is taken away from any house or superincumbent weight above ground."

The number of deaths in Mr. Wynne's district from explosions has remained about stationary, but he thinks that the casualties would be reduced if the colliery officials could be made to see the necessity of obeying the rules themselves, and making every man under them do the same. "It is useless," says Mr. Wynne, "for coalmasters to make special rules, unless there be some one with sufficient authority underground to see that they are enforced. In a large portion of my district the butty system prevails to such an extent that the proprietor and the workmen may be considered strangers to each other; and the whole charge of the pit is thrown on the charter-master, who, instead of performing the important duty of examining the workings himself with a safety-lamp previous to the men going down the pit, deputes that duty to a doggy, who is generally chosen for this office not because he is more careful than his fellow-workmen, but because he is more daring than the rest, and most likely to send the largest quantity of coals to the surface. Under these circumstances, we cannot wonder that twelve explosions should take place in the year, nor can we expect to reduce the number. One of the special rules provides that the charter-master or fireman shall go to the pit one hour before the usual time of commencing work; but this is rarely done by either, but still more rarely by the charter-master, who, being the head man, thinks it of more consequence to see that the men go down the pit than to see to their safety when they are there."

That there still remains much to be done for the prevention of shaft accidents is apparent, for Mr. Wynne estimates that of the 16 accidents of this class five only could be considered as unavoidable. The general rule does not make it compulsory to use a cover overhead when the men are ascending and descending unless the Inspector requests it to be done, but he is happy to say the proprietors and managers have generously adopted a special rule, making it obligatory on all to use a cover, which will, he has no doubt, save many lives. Mr. Wynne continues, that so long as the present uncouth method of winding prevails, leaving a wide chasm open of from 8 to 10 feet for men to fall into, it is no wonder that four banksmen should fall into the shafts during the last year, but shows they must be a very careful set of men, or many more lives would be sacrificed. If conductors with moveable fences, to lift with the cage, were generally adopted he ventures to say few lives would be lost by falling down working shafts.

In miscellaneous accidents there was no increase, but two suffocations from black-damp might have been prevented by the smallest amount of caution: by these six lives were sacrificed, and Mr. Wynne considered the cases so disgraceful that proceedings were taken, and convictions obtained in both instances.

COMPRESSED COAL.—The value and importance of an invention which can profitably utilise that great proportion of this our great staple product that is now entirely lost, was fully adverted to in last week's Journal. It was there shown, upon the authority of Mr. Alex. Bassett, that 40 per cent. at least was never even brought to surface, as, according to present arrangements, it would not pay for raising. The question of the compression of coal has engaged the attention of mechanical and scientific men for many years, the great difficulty having been to bring about the desired result without the admixture of extraneous cohesive matter. By the amalgamation of several inventions, the patent rights of which have been purchased by the company now before the public, this coveted goal appears to have been reached, it being stated that the smallest coal can be compressed into blocks which occupy one-third the space of ordinary coal, taking but 31 cubic feet to the ton, while raw coal averages from 44 to 48 feet. The process by which these compressed blocks are obtained is inexpensive, and without complication. In the first place the pure coal-dust, or slack, is conveyed through a washing-machine, for the purpose of disconnecting it from any stony particles it may contain. It is then subjected to a steady heat, until its bituminous parts are rendered quite soft, after which it is passed into a moulding machine. This comprises a rotary table, containing the moulds, around which are situated three presses—namely, the feeder, for filling the moulds; the main press, for condensing the block; and the discharger, which removes the block out of the mould, whence it falls

into a travelling web, which carries it away. The presses act simultaneously, and between each stroke the table makes one-third of a revolution, by which the coal is removed from one press to the other. An apparatus is provided for extracting the gases from the coal during pressure, ingeniously opening out the air-passages at each stroke, which would otherwise become choked by the bitumen. In these presses, necessarily of a very powerful description, breakages would be always occurring but for a provision which has been made by the fulcrum of the levers of the main press resting on the ram of an hydraulic press, the safety-valve of which is loaded only to the extent that the strength of the machine will bear. Each machine, which is inexpensive in construction, is capable, it is calculated, of making 28 tons per day, at an estimated cost of 2s. per ton. From having during the process of washing the stony parts removed, and from the lighter gases which produce smoke being driven off during the manufacture, it is said that steam-vessels provided with these blocks of compressed coal will carry fuel for steaming nearly double the number of days; and, moreover, that this fuel is free from the danger of spontaneous combustion. For domestic and manufacturing purposes it is cheaper and cleaner than raw coal. We understand that the company has met with a most favourable reception from the public, and that active operations will forthwith be commenced.

REPORT FROM NORTHUMBERLAND AND DURHAM.

JULY 18.—The Coal and Iron Trades here have not undergone any alteration of consequence lately. In South Durham the trade is reported dull, both for coal and iron, and prices are still drooping. No improvement has yet been felt in the iron trade, and until that does occur any general change for the better cannot be looked for. The opening of the South Durham and Lancashire Railway to Tebay has been effected, and it is expected that this line will prove of great service to the collieries of South Durham, by affording an extensive outlet for the sale of coals, and giving a direct through route to Lancashire.

Another awful accident has occurred at the Monkwearmouth Colliery, where accidents of some kind are of almost daily occurrence. An explosion occurred on Monday night, at half-past seven o'clock, in the B Pit, Hutton Seam, about a mile and a-half from the shaft, causing the death of one man and injuring three others. The miners were not generally at work, or the result might have been more serious. The men injured were employed in making a drift at the bottom of an incline, and the explosion occurred in the stoward, where they deposited the rubbish from the drift, and they had just commenced work when the explosion took place. Jonathan Fowler was killed on the spot, William Patterson was severely burnt and crushed, Thomas Wilson was also burnt, and a man named Jobson was hurt by a fall or stone, though not seriously. It is stated that the man who was killed had a Davy lamp and the others Clanny lamps. Little damage was done to the workings, and the business of the colliery has not been interfered with. Many exaggerated rumours were in circulation, and a large crowd surrounded the pit until midnight on the day of the occurrence. The coroner's inquest will, no doubt, throw some light on the cause of the melancholy occurrence.

The central meetings of the North of England Institute of Mining Engineers commenced at Birmingham, on Tuesday, in the lecture room of the Midland Institute. In addition to the benefit derivable from the hearing of the papers read, the visitors had likewise the advantage of inspecting a large number of models (the arrangement and management of which had been entrusted to Prof. Rogers and Mr. W. P. Marshall, the indefatigable secretary of the Institution of Mechanical Engineers) which were collected at Queen's College Museum. Conspicuous amongst these is a huge map of the Tyne, and also a large map of the Northern coal field, intended to illustrate a paper of Mr. T. Y. Hall, "On the Rivers, Ports, and Harbours of that Coal District." A model is exhibited of Mr. G. Elliott's machine for weighing coals after they pass over the screen. This is an ingenious machine, and its aim is to weigh only the large coal, the small having passed through the screen. The workmen to be paid for the large coal, thus holding out an inducement to them to produce large coal. Mr. G. Charlton, of the Dunkirk Colliery, exhibits a model showing the mode of fixing brattice cloth for ventilating bords and headways in mines. Mr. Davis, of Derby, exhibits an improved anemometer and dial; and Mr. H. Watson, of the High Bridge Foundry, Newcastle, has a safety-lamp, an alarm whistle for steam-boilers, and a block of cement proposed to be used for stopping back water in shafts. A number of bells and signals for communicating between the bottom and tops of shafts are shown by Mr. Edenbrooke. Mr. G. B. Forster exhibits a model of the screens and cages at Cowpen Colliery. There were also exhibited models of Mr. Aytoun's safety-cages; some very ingenious ventilating machines, and several models of improved machinery, contributed by Mr. Young Hall. His new safety-lamp attracted much attention, as being the first miner's lamp in which the bright light afforded by paraffine, petroleum, and kindred oils has been rendered available. Mr. Hall expresses his thorough conviction that he can adopt his principle to the Davy, Stephenson, or any other lamp, at a very small outlay—say 2s. or 2s. 6d.—and that these will then furnish the same light as his larger ones, and three or four times the light of a Davy lamp. There was also a model of an adjustable coal-screen, patented by him a few years ago, in which, by a system of parallel bars, adjusted in a similar manner to those of Mr. Jamieson's "zig-zag expanding and contracting writh," employed in the cotton manufacture, various sizes of coal can be separated at pleasure in the same machine. Mr. Hall also contributed drawings of his air-tight dress and other apparatus for penetrating dangerous gases; drawings of a simple appliance for inspecting the interior of steam-boilers, and preventing explosions; and illustrations of the old corf and modern tub and cage systems, which latter he claims to have introduced into the North of England to the preservation of life, and the saving in working expenses of not less than a million sterling per annum. During their sojourn the members of the Institute visited the works of Messrs. J. Wright and Sons, Railway Carriage Works, Salley; Brown, Marshalls, and Co., Britannia Railway Carriage Works; W. A. Adams, Railway Carriage Works, Lawley-street; Proof House, Banbury-street; Tower Proof House, Bagot-street; Britannia Nail Works, Blews-street, Newtown-row; B. W. Goode, Gold Chain Works, St. Paul's-square; Dain, Watts, and Manton, Burton Works, Regent-street; Joseph Gillott, Steel Pen Works, Graham-street; Elkington, Mason, and Co., Electro-plate Works, Newhall-street; McCallum and Hodson, Papier-mâché Works, Summer-row; R. W. Winfield, Brass Works, Cambridge-street; Walter May, and Co., Suffolk Works, Berkley-street; F. and C. Osler, Glass Works, Broad-street, Islington; Lloyd and Summerfield, Park Glass Works, Spring-hill.

The excursion to visit some of the principal coal mines and iron-works was of a very interesting character. After visiting Messrs. Bagnall's pits, at West Bromwich, where a large number descended to see the ten-yard coal and the rib and pillar working, the company proceeded to Oldbury, and passed through Messrs. Dawes's iron-works, at Bromford, where luncheon was provided; many here descended another pit to see the long walls working half thickness. Lord Dudley's works looked almost desolate, owing to the strike of the puddlers. Here the party, however, had the opportunity of seeing the "Staffordshire knot," a long bar 3½ in. in diameter, being twisted cold into a tight knot; to effect this hydraulic pressure was employed equal to 104½ tons. At these works there is in operation an invention for utilising the spare heat in the furnace for the manufacture of gas. At Messrs. Cochrane's works, which were next visited, a large number of interesting inventions were seen in practical operation. Heaton's patent coke oven, by which good coke for blast furnaces is produced from refuse slack, mixed with 25 per cent. of pitch or other bituminous substances, appeared to excite some astonishment, the saving of fuel being so great, not to mention the fact that for some purposes it is much more suitable than expensive coke produced from good coal. The patent expanding core bar machinery, invented by Mr. Henry Cochrane, was engaged making pipes for the South Staffordshire Water Works Company, and the advantages of the invention were explained to be a great saving of fuel, and the rendering haybands unnecessary. There is also less necessity for so many core bars. Mr. Job Taylor's patent cupola was also among the attractions of the works, and its merits were stated to be that by a particular arrangement of the tuyeres in applying the blast fuel was saved, and molten iron produced at much less cost than is the case with the old appliances. There were also machines for drilling and planing iron plates. The first is an invention of Mr. John Cochrane, and drills 64 or 80 rivet-holes in the course of a few moments.

At Shildon Lodge Colliery, near Bishop's Auckland, on July 8, the Brockwell seam, 5 ft. 4 in. thick, was sunk through at a depth of 120 fms. from the surface. This winning has been in progress for a considerable time, but it is only since reaching the yard coal, or Harvey seam, that it has been carried on with spirit, the sinking having been prior to this time made of secondary importance to the working of one of the upper seams. In course of sinking many difficulties have been met with in the shape of water and hard stone, the greater part of the former having been stopped back at great expense by metal tubbing. However, there is little doubt such a seam, in such a locality, should soon recompense the proprietors, Messrs.

Bolecow and Vaughan, for the heavy outlay which they must have incurred. This is the same seam as that proved at the adjoining colliery of Mr. Pease a few weeks ago.

REPORT FROM YORKSHIRE, DERBYSHIRE, AND LANCASHIRE.

JULY 18.—The state of the Iron Trade continues in an extremely unsatisfactory condition, owing to the critical position of affairs in the States. There are very few orders in the hands of manufacturers, and these are chiefly for immediate requirements. The reduction in the rates for manufactured iron has not given that stimulus to the trade which it was expected to do. The system of underselling which has prevailed for some time past has had the effect of making the reduction less generally felt, as it was known that many houses were accepting rates considerably less than those fixed by the trade at quarter-day. The enquiry for rails and railway iron-work has improved, but with this exception we have no favourable prospects to report. A revision of the rates of wages is taking place at numerous establishments, in consideration of the reduction which has had to be made by the ironmasters in the price of manufactured iron. The Steel Trade is very inactive, and the majority of the manufacturers are only opening their establishments. There is no improvement in the demand from America, everything being dull and unprofitable, and it is difficult to negotiate commercial transactions with safety.

The Coal Trade is improving in these counties, owing in a great measure to the improved price of the cotton and woollen trades, and the great demand made for hard coal for steam purposes. The rates are lower, except for the hard steam coal.

The deplorable accident at Clay Cross continues to be the topic of conversation in all mining circles, and imparts a melancholy interest to everything around it. Since our last very considerable progress has been made in the pit, and all the bodies of the unfortunate men have been recovered, with the exception of one, a collier named W. Wood, whose remains, it is supposed, have been buried in the debris. The men have been devotedly labouring throughout the week to clear out the mine, so that it can be inspected and surveyed. The greater number of the dead bodies have been recovered, and buried in quick lime to forward decomposition, which had rapidly advanced, from the fact that they had been confined in the air. At the inquest, it appeared that Mr. Binns, the manager, had a complete system of underground management, but, as might be expected in a moment of panic and terror which would come over the minds of the men in the moment of learning the accident, several neglected their duty by not acquainting the men of the nature of the danger. There is reason to believe that if the corporals of the pit had given more timely warning the greater number of those who have perished might have been saved. The men themselves, too, were dilatory in taking advantage of the means of escape when the intelligence of the accident was first communicated to them, as they remained in the pit for a considerable time after the accident was first discovered. The company have liberally made provision for the widows and children of these unfortunate men for the present and the future, subject, of course, to certain restrictions. Indeed, the conduct of the company has been most praiseworthy throughout, and no expense has been spared to forward operations. The pit is now being cleared of the carcasses, and the debris which has fallen from the roof in various parts of the mine. As soon as this is effected Mr. Hedley, the Government Inspector, will make an official examination into the state of the pit for the purpose of the inquest. New diagrams and plans are being made, with a view to test the accuracy of the old plans, and to ascertain in what way the mine was got so far as to admit of the accident of the water. The coroner and the jury appear determined to sift every point to the fullest extent, and they have already furnished ample evidence of their ability to deal with the evidence brought before them. The inquest was adjourned until Aug. 1, to enable the scientific part of the evidence to be fully prepared for the inquest.

The meeting of the Northern Institute of Mining Engineers at Birmingham, this week, has been a great success, and a number of highly valuable papers have been read, Mr. J. T. Woodhouse himself furnishing a very able paper "On the Progress of Mining in Derbyshire."

Several accidents have occurred in collieries this week from various causes incident to mining. They tend to show the great necessity of stricter caution being observed. The dry nature of the weather has been favourable to lead mining in the Peak of Derbyshire, but, excepting Eyam and Mill Dam, nothing is being done worthy of particular notice. The New Midland will soon be numbered amongst the things that were. The miners at Mill Town are sinking through the leadstone, and they continue to get as much ore as will pay working expenses. The Eyam Mine continues to get into better work, and the shareholders are very confident of the great success of their property. A short time ago the prospects of the North Derbyshire Mine appeared to have risen to a successful position, but at present everything is going very quietly. The sinking operations are both tedious and expensive. The Matlock Lead Mines are doing well, and there is brighter prospect for them when the railways shall have interested the romantic scenery of the Peak of Derbyshire. Everything is very quiet in the lead mining share market, the badness of trade putting an almost entire stoppage to speculative purchases.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

JULY 18.—The state of the Iron Trade calls for no new remarks, no abatement of the depression being yet apparent. The absence of any allusion in the brief telegraphic summary of President Lincoln's message which has reached this country to any reduction of the heavy duties imposed upon iron by the Morrill tariff is a circumstance calculated to damp expectations entertained on the subject, though it is possible that a more complete account may show that some such step is contemplated. The notices for the reduction of the wages of puddlers 6d. per ton, and of other men employed in the mills and forges in proportion, expired on Saturday last at many of the works. In most cases the men have abstained from work this week, but in some instances they have gone in, and as many of the notices do not expire until Saturday next it is anticipated that all will resume work at the reduction next week. It usually happens that the men "shackle" for a few days before accepting a reduction of wages, but all accounts concur in anticipating the acceptance of the very moderate reduction of wages made by the masters.

The Hardware Trades of Birmingham and South Staffordshire show no signs of improvement. The accounts from the great manufacturing districts are very unsatisfactory, the depression which exists in the great textile manufactures very sensibly abating the demand for hardware. From Ireland the reports are more hopeful, but there also shopkeepers show an indisposition to order goods. The harvest in that part of the kingdom promises to be early and good, and the prospect is almost equally satisfactory in England. This, indeed, is almost the only bright spot in the commercial horizon. The advices from Australia and the East Indies are more satisfactory, but they rather indicate a more hopeful state of things than any actual improvement in the demand, the orders received being small. Very little is said about the French trade under the new treaty, but it is pretty certain that connections are being established with that country, and that the hardware of this district are quietly making their way amongst our Gallic neighbours.

The Northern Institute of Mining Engineers, under the presidency of Mr. Nicholas Wood, has met in Birmingham this week. This visit of the mining engineers of the North, whose operations are, as a rule, so much greater in extent, and conducted in so much more elaborate a manner than in the South, is a most productive and much advantage to the district. It is satisfactory that the Institute has received a most cordial welcome, and that every facility has been afforded them of visiting the works and mines of the South Staffordshire coal field. The paper bearing most directly on the mineral interests of this district was read by Mr. Samuel Bailey, the mining engineer of Messrs. J. C. and T. Bagnall, "On Underground engines." Mr. Bailey introduced the subject, alluded to the depression which at present prevails in the iron trade of South Staffordshire, and quoted the remarks of Mr. S. H. Blackwell, which recently appeared in the *Mining Journal*, pointing out that the great obstacle to the prosperity of the iron manufacture in South Staffordshire was the want of a supply of cheap ironstone. Mr. Bailey well argued that this was to be effected partly by a reduction of royalties. Mr. Bailey suggested that it may be promoted by improved mining operations, and then diminishing the cost of raising the minerals, and that this must be effected by the mine agents.

Mr. Bailey said—"The present method of underground conveyance in this district was that which had obtained for the last two or three generations. The day, however, had come when they no longer met their requirements. To compete with the cheapness of minerals from other districts, brought about by the facilities in transit offered by the railway communication, they must bestir themselves, and to do this several things demanded their attention. Their winding machinery must be improved, more underground workings must be opened, and skips, wagons, and tramroads must be better constructed, so that instead of raising 7 or 10 skips an hour, 30 or 40 must be raised; and, instead of 60 tons per week, 250 or 300 must be raised. Assuming that an area of 50 acres of coal were to be worked, 4 or 5 ft. thick, producing 200,000 tons. This, with the present mode of working, would require three or four plants, a quantity not exceeding 300 tons could be raised, and a period of 13 years would be required to work it out. The cost of making these plants would be 5000l., or 6d. per ton upon the whole quantity raised, and the additional charges would make the cost raising 6s. per ton, so that the lessee would be 13 years before he received back his first outlay. If, instead of the present method, one good plant were made, even at a cost of 8000l., if the pit were driven out more extensively, if the speed of winding-engines were increased, and, instead of employing 10 or 15 horses and drivers to raise 300 or 400 tons per week, five or six horses, would raise 1000 or 1500 tons per week, then the common charges, instead of being 1s. or 1s. 6d. per ton, would be reduced to 6d., and in some cases to 5d., and the seam of coal would be worked out in one-third of the usual period."

Mr. Wood, the Chairman, remarked that in the North it was usually considered that when three horses were used for underground conveyance it was a grave question whether an engine ought not to be put down; and that when five horses were required it was a settled question that an engine should be at once set to work.

The importance of such associations as these have often been urged in this letter, and it is to be hoped that the visit of the Northern Institute may lead to the establishment of a similar local association in South Staffordshire.

[The general proceedings of this interesting meeting are reported very fully elsewhere.] Mr. S. Griffiths, in his "Iron Trade Circular," referring to the Iron-masters' quarterly meeting, says—"We believe the ruling price of hematites was 31. 2s. 6d., delivered, nevertheless, one house, Oatley Moor, sold, as we were informed, at higher rates. The Kirkstall Hall Company preferred holding their pigs for better prices, their sales, therefore, were very trifling indeed. On the whole, the Birmingham meeting was highly satisfactory, and augurs well for the future. The demand, particularly for Italy and Russia, is good, the home trade satisfactory, and with India settling down, and China thoroughly opened; we consider the prospects of the trade improved rather than otherwise. The sales of pig-iron were, Old Windmill End, 2000 tons; Matthews, Corby's Hall, 2000 tons; Old Park, Shropshire, 3000 tons; Cinderford Company, Forest of Dean, 2500 tons; Gibbons', Millfield, 3000 tons; Lilleshall Company, 12,000 tons; Schneider, Hannay, and Co., Barrow, 7000 tons; Cleator Moor, 3000 tons; Workington Company, 3400 tons. Considerable sales were likewise effected of the Staffordshire brands of mine iron, including the Union, Addenbrook's, Wards, Colbourn's,

and some others of inferior make. On the whole, the business done in pig-iron was large, indeed above the usual average; the manufacturers are evidently impressed with the opinion that pig-iron here has reached its very lowest point, and for the first time during the last three years capitalists are turning their attention to this article. A wealthy coal proprietor in the neighbourhood of West Bromwich purchased 2000 tons of pigs for cash, on speculation, and we have no hesitation in saying that this gentleman is going into the market at the right time."

REPORT FROM MONMOUTH AND SOUTH WALES.

NEWPORT, CARDIFF, AND SWANSEA, JULY 18.—The trade of the Swansea valley wears a smiling and encouraging aspect. During the last winter there was a great stagnation, and hundreds were out of employ for several months. At the present time the colliers, miners, forgers, labourers, &c., have a fair amount of work. At Ysypenllwch the men, on an average, work five days a week. Everything goes on well at Morriston: the works of Messrs. Hallam are in full employ, and the iron-works lately established by Mr. John Jenkins are progressing favourably. The Coal Trade is exceedingly brisk, and various efforts are made to develop the precious mineral more extensively. Messrs. Pegg are realising all their expectations in connection with the Two Sisters Pit. Mr. C. H. Smith is sinking a shaft near the Swansea Vale Railway, at Llanmallet. At Pontardawe the coal works are in full operation, and this district promises to be a very important one as regards the coal trade. Messrs. Lewis and Morgan are sinking a magnificent pit at Cwmantillyd, with a view to quick completion. The spirited proprietors expect great results from their undertaking, and the immense capital which has been laid out on the pit fully entitles them to every success. The various railway schemes now in Parliament which are connected with this neighbourhood command considerable attention. The South Wales Company have succeeded as far as the preamble of their bill is concerned, but the Committee of the House of Commons recommended that either an agreement should be come to with the Great Western, or the bill had better be postponed until next session, as there was no chance of its getting through its various stages this session. The South Wales Company, acting on the committee's recommendation, have withdrawn the bill. On the other hand, the inhabitants of Swansea complain that while the South Wales Company are attempting to rid themselves of the Great Western monopoly, they are at the same time grasping at every little railway in the district. Some time ago a line of railway was projected from Swansea to Neath, which was to connect Swansea, by the narrow gauge, with the belt of railways that run to the Midland and the North. The scheme was taken into the Commons by the South Wales Company, but falling in their attempt to get the branch from Briton Ferry to the Crwmlin Burrows, they have since relinquished the whole scheme. The Vale of Neath Company being specially interested in the construction of the line, the directors called a Wharfedale meeting, in order to decide how to proceed. Several South Wales directors attended, and attempted to annul the proceedings by their proxies, but Mr. Bruce, the Chairman, ruled that these proxies could not be received, as they were tendered without the direct and collective authority of the South Wales board of directors. The result was that the meeting decided to proceed with the bill to the House of Lords, and in this they will be well supported by public opinion. The Derwent Valley line has passed the Commons, and this week it will go into committee in the Lords. At Hirwaln things look very gloomy. It is rumoured that Mr. Francis Crawshaw is not likely to obtain a renewal of his lease. If this prove correct, the once flourishing Hirwaln will be doomed, as the inhabitants almost entirely depend on Mr. Crawshaw's works. Hundreds of cottages are already vacant in consequence of the partial stoppage which has occurred.

The Meat Strike continues at Beaufort, Blaenavon, Tredegar, Bialna, Ebbw Vale, and the immediate locality. The men seem determined to buy no meat until the present exorbitant prices are reduced. Several butchers have already commenced selling their meat at 6d. per lb.

The colliers employed at Varteg, Cwmffrwd, and the Glynos Works are out on strike against the proposed reduction of 2d. per ton. The men contend that they should not be ruled by the iron-works, and they require payments monthly, and a draw every fortnight. To the short-pay system and money once a fortnight the masters have agreed, but as regards the reduction there can be no compromise, as the masters are obliged to resort to it.

The Blaenavon New Railway Tyre Works were started on Monday, the 9th inst. The machinery used at these works are a perfect model, and the whole of which, with the exception of a 34-inch cylinder engine, constructed by Messrs. James Watt and Co., of Soho, and used for driving the heavy machinery, were made at Blaenavon, under the direct superintendence of Mr. Thomas, the engineer of the works. After a week or fortnight's practice it is expected that the men will be able to make any number of perfectly finished tyres, with as much ease as an ordinary bolt or bar. The advantages which these tyres possess over those made in the ordinary way are as follows:—They are rolled out of a solid mass of iron, thus obviating the necessity of smiths' work; the interior of the tyre is made of tough fibrous iron, and the exterior of close crystallised iron, and they are made to any section and size up to 8 feet, and when shrunk on the wheel, being perfectly smooth and true, require no turning, thereby saving a considerable expense, and leaving the hard substance of the tyre for wear.

On Monday, an accident occurred to Lewis Thomas, a collier in the employ of Messrs. Fowler Brothers, Pontypriid. A quantity of the top fell on him while at work, and he was seriously injured; medical assistance was immediately procured, and the unfortunate sufferer is progressing favourably.

The Rieca colliers are out on strike in consequence of certain new rules having been issued, which the men allege will end in a reduction of the price of cutting. The new rules are framed on the recommendations of the Jury at the late inquest, and principally refer to the timbering and bratticing. In the South Wales district it has always been the practice for the colliers themselves to brattice as they go on, but as this is so often neglected, or imperfectly done, to the detriment of human life, the manager of the Rieca Collieries determined to adopt the North of England system of appointing timbermen. To this the men object, and consequently the turn-out referred to.

The Newport Docks are fuller this week than has been the case for some time, and there are indications of better times. On Friday one of the Greek Oriental Steam Navigation Company's fine steamers left the port for Ancona, having taken in a cargo of 1000 tons of railway iron and 500 tons of coal. On Tuesday the *Empire State* arrived, and several other large vessels. The *Empire State* has been chartered to Genoa, and she has commenced loading 1800 tons of iron from the Tredegar Iron Company. At Cardiff matters remain about the same. A large number of vessels have arrived, but there is as yet no improvement in business.

THE CLEVELAND IRON TRADE.—It will be seen on reference to *Brown's Export List*, that the exports to foreign ports of pig-iron from the Cleveland district for the first six months of 1861, as compared with the same period last year, present the following very remarkable results:—

Ports.	1860.	1861.
Middlesbrough	Tons 13,610	28,351
Hartlepool and West Hartlepool	4,561	9,106
Stockton	18,471	106
Total	Tons 36,642	27,562
Increase of 1861.		19,919 tons.

IRON-MAKING IN WILTSHIRE.—In answer to a paragraph which appeared in last week's *Journal*, we learn that the furnaces of the Seend Iron Company were blown-out, to make some improvements in their construction, and for the application of the gas apparatus, by which a vast reduction in the cost of fuel will be effected. Two or three additional furnaces will be immediately erected, and it is hoped that the works will be in partial operation in a few weeks, and the entire number of furnaces in full work by the end of the year. The shares, we understand, have been allotted. We are also glad to find it is the intention of the directors to publish periodically the amount of iron made and sold each month, and to give publicity to the progress of the company. When the entire number of the new furnaces are completed there will be five at Seend. At Westbury there are two furnaces, and steps are taking by another company to erect in the neighbourhood of Westbury two or three more, so that we may soon anticipate Wiltshire taking her place amongst the iron-producing counties of Great Britain. There are rumours of large iron-works being erected at Bristol for the express purpose of working the Wiltshire pig-iron, and thus saving the cost of the carriage to Staffordshire and other districts. If this should be so, unusual advantages must be secured by the Wiltshire smelters.

BITUMINISED PAPER PIPES.—This commercially valuable and interesting invention is gradually gaining public support, having proved itself far superior to what was predicted of it even by those most intimately acquainted with its capabilities. Superior to iron pipes both in durability and strength, they are, from their inoxidability free from the objections which are continually being urged against the employment of that metal for the conveyance of any liquid; possessing all the qualities necessary for the conveyance of any liquid, however admixed with mineral, and compared with iron, being but one-fifth its weight and one-half its cost, they are peculiarly adaptable to mining and colliery operations, in proof of which it may be mentioned that an order is now in course of execution for a supply of the company's pipes to the Hetton Colliery. At Osborne House, where the pipes have been laid for some time, the most satisfactory results have accrued, as prior to their adoption it was a matter of great discomfort to the members of the Royal Family that nothing but disturbed water could be obtained. Experience has proved that the drier the soil through which iron pipes pass, the greater is the oxidation; whereas in damp clayey soils the oxidation is comparatively slight. Both at Aldershot and Victoria Docks, the dryness of the soil caused the most rapid oxidation of the iron pipes, and the consequent discoloration of the water which was conveyed by them. By the adoption of the bituminised paper pipes, however, this great objection has been altogether removed, as it is impossible for the fluid they convey becoming impregnated with any foreign substance. At the present time there appears to be a great excitement in Victoria, Australia, with regard to the insufficient supply of water to the gold fields, to remedy which the Government voted 50,000l. to be expended in the construction of reservoirs. That, however, has proved inadequate to the emergency; and by the last mail from Melbourne we learn that a joint-stock company was about to be formed to provide the different fields with an abundant supply of this very necessary element in the carrying on of the mining operations; the necessity of some such arrangement as this was the greater, for the produce of gold has lately materi-

ally decreased by reason of an inadequate supply of water. It was felt by the authorities in Melbourne that this important work would be materially facilitated by the employment of the bituminised pipes, the question of their adoption being then under consideration. As compared with iron, the saving upon their carriage into the interior would alone be very great, on account of their lightness, the difference being as much as four miles of bituminised pipes to one of iron. By the application of a new cement of great strength for the joints, and an ingenious plan of tapping, this important invention may now be confidently stated to be complete in all its details, and one that will, when better known, be generally adopted.

TRUTH'S ECHOES; OR SAYINGS AND DOINGS IN MINING.

There has been more activity in the Mining Share Market this week than for some time past; not that any positive improvement has taken place, for it is still an absence of general business. The account-day may have had some influence, as those who are punctual in delivery are anxious to get in their "bear" on that day; consequently Monday and Tuesday were rather more busy days, as the latter was the day of settlement for shares during the past fortnight. The account passed off as usual—long countenances and much wrangling, the want of stock with some, and the shortness of money with others: still the day passed off as usual! It is to be hoped, from the depression in the price of shares which has continued for so long, that it has arrived at that point when a turn may be expected, and there are strong appearances favouring an improvement in the market, and this, I think, will, shortly take place, if experience be of any value as a guide. A further decline has taken place in the standard for copper, and the tickings of the week.

EAST BASSET shares continue heavy.—STRAIT PARK shares have been done at lower prices, with a lower tendency.—SOUTH FRANCES shares have changed hands at lower rates.—Enquiry for DING DONG and OLD TOLGUS UNITED shares, at improved rates, are being made, arising from reported improvements in both mines.—NORTH TREASURY shares continue heavy, and business done at low rates.—PROVIDENCE shares have been freely dealt in, and buyers found at market prices.—GREAT RETAILCO shares are without notice at present rates.—EAST GRENVILLE shares, as usual, have been dealt in with fluctuating prices.—EAST CARADON shares have been in good demand all the week, but on receipt of the intelligence that the canter had improved a further advance took place, which is well maintained.—MARKE VALLEY shares are in request, and several transactions followed, but a little weaker in price since the dividend.—WEST CARADON shares have been more in demand, at improved rates, arising from a rumour of a slight change in the mine.—HELEWYFOOT and LUDCOTT shares have been dealt in, at lower rates.—MART ANN and TRELOWY shares continue heavy.—EAST RUSSELL shares have advanced on former quotations.—SOUTHRIDGE shares are firm at present prices.—LADY BERTHA and CREBOR shares are more freely offered, the former at very low rates.—GREAT WHEAL MARTHA shares have been in good request, and several transactions followed, but at lower prices than quoted.

At EAST CARADON, the favourable change which has been anticipated for some days past has taken place. The canter lode, in the 60 west, which, at the meeting of last Thursday week, was represented to be worth 60s. per fm., and east 35l., is now valued at 75l. per fm. west, and full 60l. east, with every appearance of further and great improvements. Fawcett's lode west, in the same level, is worth full 10l. per fm.; the lode, or rather branch, in cross-cut south, is worth full 8l. per fm., whilst all other productive places continue without any alteration, and reserves of ore rapidly increasing.—At MARKE VALLEY no change has taken place since last noticed, all the important places still maintaining their former prospects. The new lode in the 50 is still worth 4 tons of good ore, with excellent reserves being made as the ground is developed.—At SOUTH CARADON WHEAL HOOPER some changes have taken place, which are indicative of favourable results, and a value can be placed upon the lode in the 62.

WEST CARADON is reported to manifest some slight change in Pryor's shaft, both in the character of the ground and appearance of the lode, which will require some further time to develop satisfactorily. Other places are spoken of as slightly improved.—At GREAT WHEAL MARTHA the engine-shaft is going down below the 40 in favourable ground for sinking. The 40 east is disordered by a cross-course recently intersected, but the ground is easier for driving; the slopes in the back are in a large course of ore, and yielding 10 tons per fm. There is a good ore lode in the back of the 30. The mine generally is looking very promising, and they purpose sampling on Monday next about 150 tons of munde, and on the 26th 200 tons of copper ore.—WHEAL ANNIE (St. Austell) has been inspected by Capt. James Stevens, of Liskeard, for some shareholders in that neighbourhood, and expressed himself highly pleased with the mineral character of the lodes and the miner-like manner in which the surface operations have been carried out. This confirmation must prove gratifying to Captain Grose and the shareholders at large, to learn that it meets the approval of a disinterested agent of practical experience and ability. Since the foregoing communication they have taken down a portion of Allen's lode in the shallow adit, which is from 6 to 8 feet wide, and to be good work for fill, and looking well for further improvement. They have commenced a rise in the deep adit, on the Black lode, which is good standing work. Other places continue the same, whilst putting the wheel together and other surface work is going on rapidly.—GREAT WEST SETON: A company is in course of formation for working the Old Wheal Camborne Mine under the above name. The sett is situated west of West Seton, and the lodes are represented to be the same as in that productive mine, as well as other rich dividend-paying mines to the east. The geological position of Great West Seton, and the highly mineralised ground which surrounds it, are sufficient recommendations in its favour; but when supported by the opinions and reports of such experienced and practical agents as Captains T. Delbridge, William Paul, Joseph Vivian, and others, which are sufficient guarantees, either support or recommendation is required as to the anticipations of the most sanguine results.

At EAST GRENVILLE the lode at the engine-shaft continues very promising, and producing some good work for copper and tin; and the 35 west holds out similar promise. The 25 east and west are unproductive at present.—At OLD TOLGUS UNITED they have an improvement in the 52 west, on the south lode, with every appearance of its becoming a very important discovery. It is gratifying to learn that the perseverance of the company is likely to be rewarded for their patience and outlay, and which has been long anticipated by those well conversant with the importance of the district and geological position of the mine.

SOUTH WHEAL KITTY.—The prospects are of a very encouraging character, which improves as the operations progress. Arrangements are making for the purchase of a small steam-engine, when the several lodes will be developed in an effectual manner. The several productive places are working at a profit for tin, and the timbering and securing of the respective shafts are so far completed in a very satisfactory manner.—At WEST PROVIDENCE they are progressing satisfactorily, and expect in about six weeks to reach a very important object, towards which they are now anxiously driving—to intersect the south branches in the 110, west of the dookan. These branches have been gradually improving in depth, and the 100 is rich for tin, although but little is being done at present, from the want of better ventilation.

At EAST CARADON, the lodes have improved in the 130 and 140 fm. levels, and the backs of the same levels are looking better; no other change is noticed.—EAST ALFRED continues to hold out much promise: the mine is very much improved, and good results are fully anticipated from the important changes which have taken place.—CARNYORTH are represented to be looking better than for several years past; they have tin in six fms. In the 40, east from the engine-shaft (which is in the white ground), they have a good lode, which has been set at 20s. per fm., and 5s. in 17, tribute, which will leave a good profit to the adventurers, and fair remuneration to the tributers. The prospects are highly encouraging.—WHEALBON CONSOLS continues to open up some valuable ground in the 35, and great verities recently made.—At AL REES there is a good course of tin in the 35, and the first parcel was sold on the 10th inst.—2 tons 14 cwt. 0 qr. 20 lbs., realising the sum of 171l. 2s. 4d.—EAST TWYNNHALE (St. Agnes) is about being worked under local management and influence. The property is spoken of as a valuable piece of mining ground, which can be worked with great facility and advantage; adjoining as it does Great Twynnhale Copper Mines, whose engine has drained it to the bottom levels, consequently they are dry to that point, which is stated to be 60 fms. from surface.

SITNEY and CARNMEL meeting, for three months, was held on the 9th. The accounts show a debit balance of 945l. 7s. 1d., and a call of 10s. per share was made. At Wheal Sitney the prospects with the recent improvements are of a very flattering character, especially in depth, where they are opening out some valuable tin ground. At Carnmel similar gratifying appearances are presented, and from the well-known richness of that lode in Great Fortune and its proximity, the agents in their report represent probability—nay, almost certainty—of having a permanent and profitable mine on reaching the important points referred to.

From Mr. EDWARD COOKE:—There has been a considerable amount of business done during the past week. The operations, however, have been limited principally to a few mines—East Caradon, East Grenville, Marke Valley, East Russell, West Caradon, and North Treaserry. The heavy dividend mines are comparatively neglected, consequently the quotations for them are merely of a nominal character. The mines are seriously affected just now as regards their profits, owing to the probability in the price of tin. It would be premature to hazard an opinion as to the great measure of a favourable reaction in the price of this article. This depends upon the American States, who are among the best customers for metals. Nothing is wanting but a termination of their unfortunate strife to cause a return of prosperity to the commerce of this country. The political horizon on the Continent appears just now pretty clear, and affairs settling down, it is to be hoped, for permanent quietude. The numerous application for the Indian loan, just concluded, is a proof of the enormous quantity of money in this country seeking investment. Confidence, however, in the future is wanted to induce that wholesome speculation in business which conduces to make England the first mercantile nation in the world. We would remind our readers that the present is an opportune time to buy into a few dividend and good progressive mines, several of which have needed in price, during the past few months, some 25 to 30 per cent., while their prospects have not at all declined. Sooner or later a great reaction will set in; therefore, those who can afford to lay out their money and wait the result will find by-and-by that it has been invested to a good advantage. WEST CARADON shares show signs of reaction in price. Some timid holders have allowed themselves to be inveigled into selling their shares at a ridiculously low price, probably with a view to invest their money in concerns that have no pretensions to the *bona fides*, and the prospects of West Caradon. It cannot be denied that the mine has not been returning so much ore during the past few months as for some previous months; consequently, without trenching upon the large balance in hand, a decreased dividend must be the result for a few months to come, until the reserves of ore are allowed to accumulate. The mine, no doubt, has been worked rather too fast, and the sufferers by that system are those who bought their shares at high prices. We say now, when the price is some 40 per cent. below the highest price they touched, double your present interest at the current price, in order to average. The result of this operation would, in our opinion, be favourable to those who rise at the suggestion.

EAST CARADON shares have shown great buoyancy, and have had a sensible rise in price, owing to the lode in the 80 having again improved. Holders of shares in this mine ought not to be alarmed at the present slight falling off in the value of the lode. It is to be supposed that lodes always maintain the same value; they are constantly subject to change, but in such a district as the Caradons there is not much fear of suddenly losing the ore if it is once discovered. East Caradon is the greatest prize mine in the district, and a decreased dividend must be the result for a few months to come, until the reserves of ore are allowed to accumulate. The mine, no doubt, has been worked rather too fast, and the sufferers by that system are those who bought their shares at high prices. We say now, when the price is some 40 per cent. below the highest price they touched, double your present interest at the current price, in order to average. The result of this operation would, in our opinion, be favourable to those who rise at the suggestion.

sent such favourable appearances as Wheel Norris is now showing; we, therefore, look forward with much confidence to seeing this mine become another rich prize in the Canadian district. MARK VALLEY is a mine that scarcely requires one word from the pen of anyone to remark it to the notice of those who desire to invest in a steady dividend property. For the benefit of our readers we insert a report from an agent who inspected the mine a short time since, from which they can draw their own conclusions. In sympathy with other mines, WHEEL NORRIS and NORTH MINERNA shares are for the moment rather lower in price; but of these mines, however, we confidently assert, are steadily progressing towards a state of prosperity which will be lasting when they become properly developed. It being our intention to spend a few days in the locality of the latter mine during the coming week, our readers shall have a few particulars in due course relative to its present real position. GREAT WHEEL MARSHA shares have receded, owing more to the dullness in business than from any falling off in prospects. The mine we are assured is looking well, and opening up large reserves.

P.S.—The report from NORTH MINERNA states that a new discovery of lead has taken place, 50 tons of lead have been sampled, and the mine altogether never looked so well.

FOREIGN MINES.

ALLEN AND QUENANGEN.—C. Trelease, June 28: Raipas: In the 20 the small shoot of ore still holds out promising indications, and now yields about 1 ton of good work per fathom. The 10 ft. level roof stop, on the heavy spar lode, yields 1½ ton of ore per fathom, but our progress here is slow, owing to the hardness of the ground. In the 10 ft. level the ground has also been hard of late, but during the last week small strings of ore have been met with, and appearances lead us to expect a favourable change. The water and ice, as usual, very troublesome at this time of the year, but the former has abated considerably in the last few days. Old Mine: In the 10 ft. level the mine is somewhat disordered by the cross-faults recently met with, though it now again yields some good work, with a promising appearance. The lode continues about the same size in the roof stop, and yields 5 tons of ore per fathom. In Bergmester's stop the lode is large, but the matrix at present is highly quartzose, and the yield of ore is not quite so good as before. In No. 1 foot stop the lode is 7 feet wide, yielding 3 tons of ore per fathom. The level south from Pedersen's rise looks well, where the lode is 6 ft. wide, yielding from 4½ to 5 tons of ore per fathom. The foot stop has not undergone any change, it speaks of since my last, the lode being regular, yielding 4 tons of ore per fathom. In the foot stop north of the rise the lode is large, over 1 ft. wide, with masses of grey work disseminated throughout, averaging full 3½ tons per fathom. In the working further north the lode continues large, with good work irregularly intermixed, but not much has been done at this point of late, the men being mostly employed unloading the collars, &c. We are driving both north and south on the lode in the midway cross-cut; its size varies from 1 to 2 ft. wide, with a very favourable appearance, and during the last week it has turned out good saving work. At the small concerns there is no new feature calling for remark, where our proceedings have lately been rendered irregular by the constant demand for men at the smelting-house and other places. The greatest bulk of the work, such as unloading coal, &c., is now being got through, so that we can hope to go on with more regularity again hereafter. Quenangen: Advice received from this concern a few days since, which stated that the appearance of the different workings continued much the same as last reported. Up to the close of last week the weather continued unsettled and cold, with snow-falls, consequently but little has been done as yet towards dressing the stocks accumulated during the winter, but at present it is fine weather, which we shall not neglect to make good use of.

COPIAPO.—Checo Mine.—Estimated produce for May:—1st class ore, 160 qnts. of 17 per cent.; 2d class, 250 qnts. of 14 per cent. The lode in the chifon sinking under the 50 is 3 ft. wide, with a kindly appearance, but nothing to value. The lode in the 50 ends, east and west of winze, is poor. The lode in the 40 driving west on middle lode, is still poor. The 30 driving west on middle lode, is 3 ft. wide, yielding 4 tons of 14 per cent. ore to the fathom. The 20, driving west on middle lode, is producing about 1 ton of 17 per cent. ore to the fathom. The lode in the chifon sinking at the western part of the set is large and poor. No. 1 chifon, sinking under the 10, is poor. No. 2 chifon, sinking under the 10, is still producing a little ore. At Cole's shaft, the lode sinking under the 20 is 2 ft. wide, poor. We have for the present suspended driving the 20 ends east and west, and have removed the men to the 30 in the stopes on the north lode. Dulcinea Mine: Estimated produce for May:—1st class ore, 50 qnts. of 18 per cent.; 2d class, 250 qnts. of 14 per cent. No. 1 chifon is producing about ½ ton of ore to the fathom. The stopes at the bottom of the 80 south are producing ½ ton of ore to the fathom.

EAST KONGSBERG.—July 6: Sundse: We have sunk the gesenk, or shaft, in this mine about 5 feet, and carried the same 1½ ft. long and 1 ft. wide; in this sinking we have only tried the principal vein, leaving the small vein or drift in the south side standing. In the beginning of June we had the favourable or productive halfhand, and in sinking upon it the vein yielded rich silver ore (mittlere). In the latter part of the month we came upon another halfhand, and while we were sinking upon it the vein was unproductive. We have lately begun with six men to stope the south side of the gesenk, where the drum was left standing, and also to stope the east part of the gesenk, where the principal vein is seen crossing the favourable halfhand. The drum is at present yielding native silver at every blast, and we have no doubt the principal vein will also prove productive when we come into the proper halfhand, which will be in a few days. Bamund: In this mine we have carried two stopes to the east of the gesenk upon the principal vein, with four men; the vein in these stopes has yielded native silver, principally schistoid, but within the last few days it is rather poor; however, we have good hopes as we sink further, and continue the stopes eastward, that it will again prove productive. The halfhands at this mine are the same upon which the great mine of Anna Sophia was worked, and the vein itself has all the indications which experience teaches us lead to favourable results. The east foot, or cross-cut, in the 6½ ft. level, on the southern vein, has been driven 5 ft., but without good results; we have, consequently, suspended the driving of it in the meantime: we have begun to clear away the old attic from the north side of this mine preparatory to driving an attic to it; this attic will only be about 6 ft. long, and will come into the mine at a depth of ¼ ft. from surface, and when finished will be great cost in drawing stuff to surface. Anna Sophia: We commenced this cross-cut upon one of the best halfhands we could see; our object in driving this cross-cut is to intersect some of the east and west silver veins of Anna Sophia, which run parallel with the attic. Neues Gluck: The men employed in driving this attic have this month been principally engaged in blasting the roof and sides to improve the ventilation, and in levelling the bottom of the attic. South Neues Gluck Shaft: We have forked the water in the shaft to the cauter attic, which is ¼ ft. from surface, and have begun to drive the same; we have found that no more ground was driven than was represented in the old shaft formerly reported to, and, consequently, according to Mr. Fild's survey, the main attic about 9 or 10 ft. wide, to open the communication to the mine. Under date July 8, the report is that the drum at Sande continues to give silver at every blast.

CLARENDON CONSOLS.—Josiah Martin, June 21: Stamford Hill Mine: Since I last wrote you we have cased and divided the engine-shaft from the 82 to the 91, brought the whim-kibble to draw up the stuff, and have driven about 2 fms. east on the south part of the lode, where it is about 2½ ft. wide, composed of red clay, oxide of iron, and a little white prain; in the first 2 or 3 feet driven we have met with some stones of yellow copper ore, but the end at this time is getting near the large cross-course, and the lode appears to be broken up; we shall now commence to drive north to cut the north part of the lode. I think we have from 6 to 7 fathoms to drive should the two lodes keep the same underlie as seen at the 82. There will be no time lost in pushing the attic driving at this point now we have all things ready to draw up the stuff the men are breaking. In the 82 west, on the north part of the lode, the lode is 3 ft. wide, and a little improved in appearance, consisting of red clay, oxide of iron, carbonate of lime, and small spots of munda; we are still looking for a further improvement in this level. We have risen about 16 feet to date in the back of the 82, where the lode is 3 ft. wide, and worth full 1 ton of good ore per fm., a very pretty looking lode; by the appearance of what we see in this rise the lode has not been seen at the 70; this we shall soon prove by pushing up the rise, every fathom will tell more; we are leaving stoping ground in each end of the rise. The 70 west, on the south part of the lode, is without any alteration to notice, except letting out more water. In the 46 west, on the new lode, the lode is about 3 feet wide, composed of black oxide of copper, green carbonate of prain, and with gossan, and letting out water freely; this is as pretty a looking lode as any one would like to see; the ground is good for driving, and is now set at 50s. per fm. The water has increased a little in the shaft, owing to the constant rain we have had for the last two months; therefore we have had to work our engine much faster than usual. The engine and pumps are working well, and all the men are pushing on comfortably together. We still have rain every day; the natives say they never saw such weather. We cannot do anything towards taking the dressed ore to the wharf. We are still pushing on the dressing as fast as the weather will admit.

CENTRAL AMERICAN.—Alotepeque, May 25: San Pantaleon: During the month our timbermen have been engaged repairing Cornubia engine-shaft above San Vicente level, where several sets of timber had to be changed. San Vicente: The lode in Alotepeque's stop, in the back of this level, is 20 in. wide, worth from 3 to 4 cwt. of rich ore per fathom. San Dolores: The lode in the back of this level, the lode is 2½ ft. wide, producing a little good saving work, and presents a most promising appearance. Dolores: No. 1 winze, sinking from this level, on the eastern side of No. 2 cross-course, has been sunk by six men ½ ft. varas, at \$6½ per vara; here the lode has continued very productive throughout the month. In the bottom of this winze the vein is now 15 in. wide, worth from 25 to 30 cwt. of rich silver ore per fathom. San Juan, or the 10 ft. level under Dolores: In the cross-cut north, driving towards the main lode, east from Cornubia engine-shaft, on the eastern side of No. 2 cross-course, 7 varas have been driven by three Englishmen and six natives; at this point the lode has been driven a heave to the north of about 33 varas; 3 varas have also been driven east on the course of the lode, which is from 30 in. to 2 feet wide, worth from 20 to 35 cwt. of rich ore per fathom. This end is very wet, so much so that we have been unable to drain the mine, and there is still some 4 or 5 ft. of water in the levels. Our smiths and carpenters are busily engaged on the new 7-in. lift, which we hope to see fixed and working about the end of next week. In Wasley's stop, in the back of this level, west from Cornubia engine-shaft, the lode is 20 in. wide, producing 4 cwt. of rich silver ore per fathom. The lode in Kelly's stop, in the back of the same level, west from Cornubia engine-shaft, is 2 feet wide, worth about 3 cwt. of good "brown" per fathom, with promising indications of becoming more productive. San Alfonso Deep Adit: This level has been advanced by six men, 2½ varas, 1 varas at \$12, and 1½ varas at \$16 per vara. The ground here continues very hard. San Antonio Mine: Six men have driven the level extending east from Ellery's shaft, which was commenced at the early part of the month, 13½ varas, at \$9 per vara; the lode in this end is from 3 to 4 feet wide, composed of flookan and munda, with a branch of gossan against the north wall, which has a most promising appearance. In the same level, extending west from Ellery's shaft, 14½ varas have been driven, by six men, 12½ varas at \$9 per vara, and 2 varas at \$4½ per vara; the lode here, going west, is 2 ft. wide, being composed of a rich-looking gossan, with calc-spar, and producing occasional small rich stones of silver-lead ore. We find that the former workers have followed the vein down to this depth, but how far their operations extend is as yet unknown to us. The old adit level (San Luis) has been driven, by four men, east 13½ varas, at \$8 per fathom; here the lode is 6 ft. wide, chiefly of decomposed porphyry, mixed with iron pyrites and a little calc-spar, but is without ore of value. Santa Rosalia Mine: Six men have driven the cross-cut south, driving towards the main lode, 8 varas, at \$8½ per vara; the ground, which consists of a loose porphyry, is pretty free for driving. The winze sinking from this level has been sunk, by four men, 1 varas, at \$9 per vara, when water was reached, so that we were obliged to suspend the sinking of this winze until the lode is cut in the new cross-cut. The vein continued just the same as last reported, being 20 in. wide, worth about 4 cwt. of good quality ore per fathom; 50 tons of ore were raised and dressed in the month of May, averaging on the average 300 cwt. of silver in the ton.

June 1.—I have again the pleasure of transmitting to you detailed reports of the past month's working, both at the mines and hacienda. Although the want of a full complement of workpeople is still felt, and which inevitably proves a drawback sufficiently annoying to all, I cannot but view the general tenor of the above reports in a favourable light. Mines: It is with very great satisfaction that I refer to the discovery at the point of intersection of the lode, San Pantaleon, in the cross-cut San Juan level east, where to-day I had the pleasure of examining a lode 2 ft. wide, ore throughout, with

a branch of nearly solid ore 7 in. wide. In the short extent of driving on the course of the vein up to this date, its productiveness has improved considerably. A fathom of such ground as now visible in the end would not be worth less than 1500. In the winze now being sunk 4 fms. to the east the lode continues productive; we can, therefore, count on the included piece of ground yielding a rich supply of ore. Our little steam-engine can scarcely drain the mine with the present diameter of pump, and unfortunately the introduction of the new 7-in. lift has been retarded in consequence of the illness of our principal blacksmith; we hope, however, to get it fixed in the course of a few days, when the sinking of Cornubia shaft will be at once recommenced. The water is observed to be decreasing fast in the end of San Juan level; with the new lift, therefore, we expect to meet no difficulty in forking it.—Transmission of Ore: The total number of 89 bags has been dispatched during May month for shipment to England, all containing first-class ore. During the coming week about 100 casks (200 bags) will be dispatched to Sonsonate, and I intend to continue sending away as much of first-class ore as I possibly can. All the mules will return loaded with salt.—Hacienda de San Jose: Mr. Beeger's enclosed report gives full particulars of the reduction operations carried out during the past month; notwithstanding various drawbacks, and on 15-16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 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987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

ST. JOHN DEL REY.—By Telegraph: June.—Produce for May, 41,114 cts.; cost for ditto, 9091; profit for ditto, 6429; produce 10 days of June, 12,336 cts.

From a special report upon the BREMER (Worthing) MINE it appears that the works are being conducted in the most satisfactory manner. The three engines that have been introduced are excellent specimens of machinery, and on 15-16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 59

COMPRESSED COAL COMPANY (LIMITED).

Incorporated under the 19th and 20th Vics., cap. 47, and 20th and 21st Vics., cap. 14, whereby the liability of the shareholders is limited to the amount subscribed.

Capital £100,000, in 50,000 shares of £2 each, with power to increase. Deposit, 5s. per share on application, 15s. per share on allotment.

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SECRETARY—Mr. W. Baldock.

OFFICES,—14 AND 15, ST. SWITHIN'S LANE, LONDON, E.C.

ABRIDGED PROSPECTUS.

(For full prospectus, see Mining Journal of the 13th inst.)

The object of this company is to carry out the process of compressing small coal into blocks, without the admixture of extraneous cohesive matter; for this purpose the exclusive use of several valuable patents has been secured on very favourable terms.

By this process the immense quantity of black or small coal annually wasted is rendered not only equal, but in several important points superior, to the best ordinary coal or any artificial fuel at present manufactured.

The principal advantages possessed by the compressed coal, are:—
1.—It is a purified coal, consisting of those particles which are known to be the best divested of much of that property which in raw coal produces smoke, and escaping without being consumed, carries off a considerable portion of the carbon, preventing its combustion, consequently reducing the heating power, and creating a great and unnecessary nuisance. It is also freed from the stony portions, which, when melted, produce clinkers.

2.—It takes up less space than raw coal; its specific gravity being about 1.160, i.e., containing 72 lbs. a cubic foot, a density which may be increased if required.

3.—It can be made into blocks of a size and shape convenient for storage and all uses, not requiring to be broken, also of a rectangular form for stowage, at a small expense.

4.—It is less brittle than raw coal, the cleavage being destroyed, and the particles brought into more immediate contact.

It is obvious from the above that the compressed coal recommends itself.
For DOMESTIC USES.—Freedom from smoke, dust, and impurities; while from its great cleanliness it can be placed in any part of the house.

It emits great heat, burning freely and brightly, and with less liability of being extinguished.

It can be made into blocks of all sizes, suitable for the drawing-room or kitchen.
For MARITIME PURPOSES AND FURNACES GENERALLY.—It occupies much less space than common fuel; and being divested of its impurities, does not waste, form clinkers, or make much smoke.

It emits intense heat; and, unlike anthracite coal, does not destroy the furnace bars. It is free from all danger of spontaneous combustion, and is made into convenient sizes and shapes for storage.

The saving in price at which it can be supplied is so important a desideratum, that it cannot fail, combined with its superior qualities, to bring it into general use, and the low rate for which it can be made must leave a large amount of profit to the shareholders.

Applications for shares may be addressed to the secretary, brokers, and solicitors of the company, and must be accompanied either by a remittance or a bankers receipt for the amount of 5s. per share, on the number of shares applied for. Three months' notice of future calls will be given by the company.

Detailed prospectuses and every information may be obtained on application at the offices of the company, and of the solicitors and brokers.

DODDS' IRON AND STEEL PATENT LICENSING COMPANY (LIMITED).
This company is PREPARED TO GRANT LICENSES on moderate terms for the USE of their PATENT for STEELING RAILS, POINTS, CROSSINGS, MACHINERY, and EVERY DESCRIPTION of IRONWORK.

The process, which is exceedingly reasonable in cost, and gives the most extraordinary durability to the material, has been highly approved of by the following gentlemen, firms, and companies, several of whom have extensively adopted the valuable improvement:—
ROBERT STEPHENSON, Esq.
JOHN BOURNE, Esq.
J. PERRING, Esq.
THOS. E. HARRISON, Esq.

THE GREAT INDIAN PENINSULA RAILWAY COMPANY.
THE NORTH-EASTERN RAILWAY COMPANY.
Messrs. STEPHENSON AND CO.
THE EAST LANCASHIRE RAILWAY COMPANY.
THE GREAT NORTHERN RAILWAY COMPANY.
THE MIDLAND RAILWAY COMPANY.
THE METROPOLITAN RAILWAY COMPANY have ordered a large quantity of rails by this process.

THE FOLLOWING FIRMS ARE PREPARED TO EXECUTE ORDERS under the company's patent:—
Messrs. S. BEALE AND CO., PARK GATE, ROTHERHAM.
Messrs. DODDS AND SON, ROTHERHAM.
Messrs. LOAR, WILSON, AND BELL, NEWCASTLE-ON-TYNE.
THE EBW VALE COMPANY, SOUTH WALES.
Messrs. LEVICK AND SIMPSON, NEWPORT, MONMOUTHSHIRE.
Messrs. LLOYD, POSTERS, AND CO., WEDNESBURY.
THE ISCA FOUNDRY COMPANY, NEWPORT, MONMOUTHSHIRE.

Applications for Licenses can be made to R. COKE, Esq., at the company's offices, No. 7, St. Eusebii-lane, London, E.C., where also testimonials and other information may be obtained.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, 16, OZZELL STREET NORTH, BIRMINGHAM.

STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—
REFINED METALLIC NICKEL. | OXIDE OF COBALT. | WIRE, &c.
REFINED METALLIC BISMUTH. | GERMAN SILVER—IN INGOTS, SHEETS, &c.
NICKEL AND COBALT ORES PURCHASED.

BELL BROTHERS beg to intimate that, having become SOLE LICENSEES in the United Kingdom of P. DE VILLE'S METHOD OF PRODUCING PURE ALUMINIUM, they are now in a POSITION to SUPPLY, from their works here, both this metal and its compound with copper, known under the name of ALUMINIUM BRONZE.—Newcastle-on-Tyne, September, 1860.

PATENT SAFETY FUSE.—The GREAT EXHIBITION PRIZE MEDAL was AWARDED to the MANUFACTURERS of the ORIGINAL SAFETY FUSE, RICKFORD, SMITH, DAVEY, and FRYOR, who beg to inform Merchants, Mine Agents, Railway Contractors, and all persons engaged in Blasting Operations, that, for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE has now a thread wrought into its centre, which, being patent right, infallibly distinguishes it from all imitations, and ensures the continuity of the gunpowder.

This Fuse is protected by a Second Patent, is manufactured by greatly improved machinery, and may be had of any length and size, and adapted to every climate.
Address:—RICKFORD, SMITH, DAVEY, and FRYOR, Tuckermill, Cornwall.

SAFETY FUSE.—Messrs. WILLIAM BRUNTON AND CO. PENHALLICK, POOL, near CAMBORNE, CORNWALL, and BRYMBO, near WREXHAM, MANUFACTURERS OF FUSE, of every size and length, as exhibited in the Great Exhibition of 1861, and supplied to the Royal Arsenal at Woolwich, the Arctic Expedition, and every part of the globe.

For the convenience of their customers and others in the North, W. BRUNTON and Co. have recently erected a branch manufactory at Brymbo, near Wrexham, where, as at Cornwall, they are at all times PREPARED TO EXECUTE UNLIMITED ORDERS for SUPPLYING FUSE upon warrant that it will prove equal to, if not better than, any to be procured elsewhere.

MESSRS. W. BRUNTON AND CO. have great pleasure in informing their customers and friends, and the mining community, that they have RESUMED MANUFACTURING, at their PENHALLICK WORKS, POOL, near CAMBORNE, and are PREPARED as before to SUPPLY SAFETY FUSE of a QUALITY which CANNOT BE SURPASSED.

BRANCH WORKS, BRYMBO, NEAR WREXHAM.

DAVEY'S PATENT BLASTING POWDER, MANUFACTURED BY DAVEY BROTHERS AND CO., NANCEKUKU POWDER WORKS, TUCKERMILL, CORNWALL.

This powder possesses the following advantages over every other in use:—
1.—Its COMBUSTION is SLOWER and MORE PERFECT when confined in the hole, PRODUCES LESS SMOKE, is LESS DANGEROUS, and it generally BURNS MORE ROCK, while OCCUPYING the SAME SPACE, but WEIGHING from TWENTY to THIRTY PER CENT. LESS than other powder, EFFECTING an IMPORTANT SAVING.

DAVEY BROTHERS and Co. beg to state that this powder is specially made for blasting, and from its slow combustion is not adapted for projectiles. They would, therefore, caution consumers against the efforts of interested parties to put it to a fallacious trial, by firing a ball from a mortar, which is no test of its explosive force when confined.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

PAINTER v. MEDD AND ANOTHER.

TO BE SOLD, pursuant to an Order made in the above-mentioned Cause, and dated the 28th day of May last, BY PUBLIC AUCTION, at the Registrar's Office, Truro, on Wednesday, the 31st day of July inst., at Twelve o'clock at noon precisely—

40 (1024th) SHARES of the defendant Edward Medd, Of and in the said MINE. HODGE, HOCKIN, AND MARRACK, Plaintiffs' Solicitors, Truro.

Dated Registrar's Office, Truro, July 15, 1861.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

IN THE MATTER OF THE ST. AUBYN MINERAL COMPANY (LIMITED), and in the MATTER OF THE JOINT-STOCK COMPANIES ACTS, 1856 and 1857.—TO BE SOLD, by direction of the Official Liquidator of the above company, with the sanction of the said Court, BY PUBLIC AUCTION, to be held on Tuesday, the 23rd day of July inst., at Sealey's Hotel, Marazion, at Four o'clock in the afternoon, subject to such conditions as shall be then and there produced, all that the INTEREST of the said COMPANY of and in a certain INDENTURE of LEASE or MINING SETT, dated the 29th day of September, 1860, for a term of 21 years thence next ensuing, by virtue of which the mining operations of the said company have for some time past been carried on.

The mines may be inspected at any time prior to the sale, on application to the bailiff in charge thereof.

Further particulars may be obtained at the office of Mr. FREDERICK MARSHALL, the Official Liquidator of the said company in Truro; or on application to Messrs. HODGE, HOCKIN, AND MARRACK, Solicitors, Truro (Agents for Messrs. Chantler and Crouch, 8, Gray's Inn-square, London).—Dated Registrar's Office, Truro, July 15, 1861.

MINE MACHINERY, &c.

MR. HENRY WILLS WILL SELL, BY PUBLIC AUCTION, at and on BENEATHWOOD MINE, in the parish of Linkingborne, in the county of Cornwall, on Tuesday, 30th July, 1861, the following MINE MACHINERY, &c., comprising a 16 in. ROTARY STEAM-ENGINE, with two boilers, 9 and 5 tons, drawing gear and iron cage attached, in good order and complete.

16 in. pumps.	2 sheds.
2 10 in. matchings.	Dressing-floors.
3 10 in. doors and doorpieces, clacks and seatings.	Launders.
3 10 in. windbores.	Ladders.
2 9 in. workings.	Lot of casing and other useful plank.
1 7 in. pump.	10 poles.
1 7 in. matching.	Norway timber.
1 6 1/2 in. working.	3 cisterns.
1 7 in. windbore.	About 80 fms. of bucket-rods, 1 1/2 to 1 3/4 in.
1 7 in. windbore.	Lot of pulleys.
9 8 in. pumps.	Kibbles.
2 matchings.	100 fms. of good chain, 1/2 to 9-16 in.
1 door and doorpiece.	Useful iron.
1 windbore.	Scrap iron.
1 7 in. working.	Double crab winch.
1 1/2 in. house-lift, 4 fms.	Horse-wheel, with pumping gear connected.
Balance-bob.	Smith's vice, anvil, and bellows.
Traveling ditto, and shaft ditto.	Smith's tools.
Pocket-heads.	Miners' tools.
Pulley-stands.	Sieves.
Capstan, very good.	Copper bottoms.
100 fms. 12 in. capstan-rope.	Screw-stocks.
40 fms. 12 in. rope.	Taps and plates.
Hand-screws.	Leather, oil, tallow, nails, anti-friction grease.
Set of large blocks.	Counting-house furniture, &c.

Refreshments will be provided at Twelve o'clock, and the sale will commence at One o'clock precisely. Capt. JOHN LEAM will show the lots on the mine.

All claims on the mine are to be sent to W. F. PAUL, Esq., solicitor, Bedford Chambers, Plymouth; and information as to the sale may be had of the Auctioneer, at his office, 5, Cornhill-street Plymouth.

WHEEL FRANCO AND ADJOINING SETTS, IN THE TAVISTOCK DISTRICT.

MESSRS. LEITCH AND SON have received instructions to OFFER FOR SALE, BY PUBLIC AUCTION, at Garraway's Coffee House, Cornhill, London, on Thursday, the 1st day of August, 1861, at Twelve for One o'clock precisely, all those VALUABLE MINING SETTS, now known by the name of WHEEL FRANCO, situated in the parishes of Backland Monachorum and Walkhampton, Devon, chiefly held under leases for terms of 21 years, about half of which are unexpired, from the late Sir Ralph Lopes, Bart., under favourable dues and conditions, together with the MACHINERY hereinafter described.

These sets embrace a very large area on the course of several well-known lodes, from which £25,000 worth of copper ore has been sold within the last ten years, and from the western part large profits were realised and divided amongst the shareholders. The limits of these sets are in the immediate vicinity of North Wheel Robert, Sortridge Consols, Furze Hill Wood, Devon Poldice, and other promising adventures, and are in the midst of a rich mining district.

Part of one of the sets adjoins Furze Hill Wood Mine, the lodes in which are a continuation of those running through this set, and the recent discovery of tin ore in Furze Hill Wood Mine is not above 30 fms. from its boundary.

The engine-shaft in the present workings has been sunk 122 fms., and nine levels driven east and west for a great number of fathoms, and there is an abundant water supply, which the land owner, Sir Massey Lopes, Bart., has granted at a low rental. It is the opinion of experienced miners that the large returns of copper ore from, and the general appearance of the lode at the shallow levels, fully warrant the belief that it will be very productive at deeper levels.

The bankruptcy of a very large shareholder, the death of some, and other circumstances have reduced the share list to less than 500, the holders of which have, therefore, determined to sell the sets and materials rather than subscribe a sufficient capital upon the present small number of shares, so as to effect the works recommended for the perfect trial of these sets.

The materials consist of an engine-wheel, 36 ft. by 5 ft. 6 in. wide; 135 fms. rods, bolts, capstan and shears, 130 fms. capstan rope, drawing machine, with water-wheel 19 ft. by 6 ft. 6 in., 150 fms. coal, and pulleys, pump, crusher, with water-wheel 22 ft. by 4 ft., stamps, railroads, wagons, dressing-sheds, and machinery; carpenter's shop, blacksmith's shop, and a quantity of other useful materials necessary for the development of a large mine. An excellent account-house and agent's residence are built on the mine, and the whole property is adjacent to the Horrabridge Station of the South Devon and Tavistock Railway, which affords great advantages for the conveyance of materials and ores to and from the mines.

For viewing, apply to CAPT. LEAM, on the mine; and for particulars and conditions of sale, application may be made to the auctioneers, at 62, Moorgate-street, E.C.; or to Mr. BRIDGMAN, solicitor, Tavistock, at either of whose offices a plan of the sets can be seen.—Dated Tavistock, July 8, 1861.

TO IRONMASTERS AND OTHERS.

MR. THOMAS WATKINS is instructed to SELL, BY PUBLIC AUCTION, on Thursday, the 8th day of August next, at Twelve o'clock at noon, at the Cardiff Arms Hotel, in the town of Cardiff, the VALUABLE HEMATITE IRON ORE, MINE AND WORKS on the LLWYNSAER PROPERTY, in the parish of LLANTYTRISANT.

The existence of ore has been proved to the extent of about 100 yards, and so far the trials appear to be most favourable. The ore is found near to the surface, the quality is good, and the percentage of iron large. The ore has been proved at several points.

A pit has been sunk 6 ft. in depth, into 4 ft. of ore; another pit 9 ft. in depth, 1 ft. into the ore; another pit 10 ft. into the ore; and another pit 7 ft. into the ore. In all these pits the thickness and depth of the ore have not been proved, and judging from the ferruginous nature of the ground the depth of ore is considerable.

A steam-engine of 20 horse power, and all the necessary pumping and winding apparatus have been erected, by which a purchaser may at once commence working the ore and sending it to market.

The Mynydd branch of the Ely Valley Railway is now being constructed over the property in question, within 150 yards of the iron ore, by which the ore may be sent to all the ironworks with the greatest facility.

The property is in extent 36 acres, and is held under lease for the term of 60 years, from the 9th day of May, 1860, on favourable terms.

For further particulars and lithographed plans, apply to Messrs. DALTON and SPENCER, solicitors, Cardiff; or to the auctioneer, at his offices, Cardiff.

CARNARVONSHIRE, NORTH WALES.—A SLATE QUARRY

OR QUARRIES TO BE DISPOSED OF, on reasonable terms. There are three different veins running through the property, where slates of the first quality can be got out at a very small expense, when compared with the thousands that are laid out at places before any slates are ready for market. A mere trifle will be required for road making, and only about seven miles from the shipping port of Carnarvon. Carriage about 3s. 8d. per ton, along a tramroad down to the port.—For further particulars, apply to GRIFFITH JONES, Pencaennewydd, Tremadoc, Carnarvon.

LEAD MINES IN MERIONETHSHIRE.—Some VALUABLE

LEAD MINES are OFFERED FOR LEASE, upon highly favourable terms. There are THREE LEAD MINES beneath the farms of Tyddyn-y-Fridell, Bryn-dinas Dyffryn-gwyn, and Ralltwyd, in Merionethshire, which are offered for 21 years, for £2000 and a royalty of £1 per ton. The ladies who own the mines have exhausted their capital, and are consequently unable to extend the level, which was commenced and had nearly reached the lode before their death. Already 100 tons of ore have been raised from the mine, although the deepest mine is but 16 fms. Lead ore has been discovered for a length of 400 or 500 fms., and no doubt is entertained that with a good trial the mines will turn out well.—Apply to Miss MORRIS, Maeswynn-street, Machynlleth; or to Capt. W. WILLIAMS, Pontnewydd, near Aberystwith.

TO BE SOLD, BY PRIVATE TREATY, the well-known VALUABLE and EXTENSIVE ESTABLISHMENT, known as the UNION FOUNDRY, situated in BOLTON-LE-MOORS, in the county of LANCASTER.

The premises are situated in the centre of the town, and have direct railway communication with all parts of the kingdom. The buildings are extensive and well adapted for the efficient and economical production of engineers, millwrights, and ironfounders' work.

The tools are by the most eminent makers, and are so arranged as, with the ample stock of patterns and other apparatus, to meet the requirements of a large connection formed during a period of 60 years, and comprising many leading houses in the manufacturing districts, Government contracts, foreign orders, and other important works.

There is a set of able and experienced foremen and workmen engaged in the business, which until disposed of, will be continued with the usual assiduity, and the co-operation of the manager, who for several years has superintended the working department, may be secured if desired.

An excellent opportunity is thus offered for investing capital in a large, steady, and valuable business.

For further particulars and to view apply to JOHN HOWARD, Esq., on the premises; to Messrs. HURSTON and ARMISTEAD, solicitors, Bolton; or to T. M. FISHER and Son, valuers, 16, Tib-lane, Manchester.

MESSRS. WHEATLEY KIRK AND CO., ENGINEERS,

TOOL MAKERS, CONTRACTORS, &c., tender their best thanks to their numerous friends and customers, at home and abroad, for their liberal patronage for so many years past, and have now the honour to announce their REMOVAL from their old premises, Cross-street, to their new and commodious premises, works, office, &c., called the ARCHIMEDEAN WORKS, ALBERT STREET, ST. MARY'S, MANCHESTER (late Messrs. Barton's Copper Works), where they are determined to exercise their utmost endeavours in the execution of all orders committed to their charge, with economy, punctuality, and dispatch.

N.B.—Their Weekly Circular is published as usual, and may be had on application gratuitously, or by post for a stamp.
Archimedeon Works, Albert-street, St. Mary's, Manchester, July 18, 1861.

WHEATLEY KIRK tenders his grateful acknowledgements to his numerous and influential clients for their past favours committed to his charge, for upwards of 20 years, in his professional capacity of valuer, auctioneer, &c., and respectfully notifies his REMOVAL from his old chambers, Cross-street, to a more commodious suite of offices, attached to the works of Messrs. Wheatley Kirk and Co., Engineers, &c., ALBERT STREET, ST. MARY'S, where he intends to prosecute, with increased zeal and attention, his professional labours in all matters, whether of consultation, arbitration, valuation, or sale (by auction or private contract), agency or otherwise, appertaining to railway property, machinery, engineering, works, mills, factories, mining, estates, patents, partnerships, &c.

Albert-street, St. Mary's, Manchester, July 18, 1861.

ENGINEERS' TOOLS, including PLANING, SLOTTING, DRILLING, PUNCHING, SHEARING, SHAPING, PLATE BENDING MACHINES, LATHES from the smallest to the largest descriptions, STEAM ENGINES and BOILERS of every construction, and suitable for any purpose, mining, manufacturing, or otherwise, always in stock, or may be had on the shortest notice on application to WHEATLEY KIRK and Co., Engineers, &c., Archimedeon Works, Albert-street, St. Mary's, Manchester.

WHEATLEY KIRK AND CO. CALL ATTENTION to their DONKEY PUMPING ENGINES, for FILLING BOILERS, &c.

N.B.—ALL CLASSES OF PUMPING ENGINES and PUMPING MACHINERY. ARCHIMEDEAN WORKS, ALBERT STREET, ST. MARY'S, MANCHESTER.

RUABON PARISH, DENBIGHSHIRE.

VALUABLE LANDS AND COAL FIELD.—The following most VALUABLE PROPERTY will be OFFERED FOR SALE, BY AUCTION, in the course of the summer:—All that MESSUAGE, FARM, and LANDS, called TY MAWR, situated in the township of Christenedon, in the said parish of Ruabon, occupied by John Dicken, Esq., containing about 40 acres (more or less) of ARABLE, MEADOW, and PASTURE.

The above lands have been tested, and ascertained to contain the best seams of the Ruabon coal field. Great Western Railway close to.—Apply to Mr. WYATT, solicitor, Wrexham.

NEW COLLIERY, NAILSEA, NEAR BRISTOL.—FOR SALE, BY PRIVATE CONTRACT, the WHOLE of the PLANT and MATERIALS at the above colliery, comprising—

ONE HIGH PRESSURE DIRECT ACTING PUMPING ENGINE, cylinder 45 in. in diameter, and 10 ft. stroke.

ONE HIGH PRESSURE WINDING ENGINE and gear, cylinder 12 in. diameter.

ONE HIGH PRESSURE WINDING ENGINE, cylinder 16 in. diameter.

THREE CYLINDRICAL BOILERS, 41 ft. by 6 ft.

ONE CYLINDRICAL BOILER, 18 ft. by 4 ft.

ONE CYLINDRICAL BOILER, 20 ft. by 3 ft. 6 in.

Hammered iron pumping crane, 20 ft. by 19 in. 1 1/4 in., 5 in., 5 in., and 4 1/2 in. forcing, lifting, and hand pumps; hammered iron straps, double straps and tail joints, buckets, clacks, wrought-iron clatern, lifting screws, chains, large capstan, double-crank winch, 80 fms. 10 1/2 capstan rope, 8 in. capstan and other ropes, blocks, boring tools, wrought-iron air pipes, tram plates, smith's bellows and tools, wagons, carts, &c.

To view, apply at the colliery; and for all further particulars, to BODDAM CASTLE, Esq., No. 29, Corn-street, Bristol.

DERBYSHIRE.

THE ALDERWASLEY FORGE AND WORKS, NEAR THE AMBERGATE STATION ON THE MIDLAND RAILWAY.—TO BE LET, on lease for 7, 14, or 21 years, and may be entered upon immediately, the above-mentioned FORGE AND WORKS, with the STORE ROOMS, OFFICES AND BUILDINGS, ROLLING AND SLITTING MILLS, on the banks of the River Derwent, in the liberty of Alderwasley, and the WATER-WHEELS of 70 horse power and MACHINERY belonging thereto, late in the occupation of Messrs. Mold, who for nearly 50 years carried on a lucrative and extensive business as ironmasters at the said works, together with a newly-erected MESSUAGE, OR DWELLING HOUSE, very pleasantly situated near the said works, with the green-house, stables, coach-house, and capital garden belonging thereto, and upwards of 30 acres of excellent land, and 15 workmen's houses and counting-house, near or contiguous to the works.

The works are situated within half a mile of the Ambergate station on the Midland Railway, and the Cromford and Belper turnpike-road, the branch railway from Ambergate to Rowsley (on which there is a siding and wharf for the use of the works), and the Cromford Canal (attached to which is a wharf also for the use of the works), are all parallel therewith and immediately contiguous thereto, and afford excellent railway and canal transit to and from London, Leeds, Nottingham, Derby, and all parts of the kingdom; and the extension of the railway from Rowsley to Buxton, now in progress, will give a direct communication with Manchester, Liverpool, &c.

The works are also available for saw-mills on an extensive scale, or for any other purpose requiring power and facility of transit.

For further particulars, and to treat, application may be made to Messrs. WOODHOUSE and JEFFREY, civil and mining engineers, Derby; or at the offices of Messrs. NEWBOLD and SON, solicitors, Matlock, from whom tickets may be obtained to inspect the works.

TO CAPITALISTS.—TO BE SOLD, BY PRIVATE CONTRACT, A COLLIERY AND FIRE-BRICK MANUFACTORY. To a person of moderate capital this is an opportunity seldom offered, and satisfactory reasons will be given for disposing of the same. The fire-brick works and portions of the coal are now in full operation, and brought to the works by a level; by extending the same, the whole of the South Wales seams of steam, coking, and house coal may be brought into market. The fire-brick and other works now in operation consist of steam-engine, saw mills, stamming operators, and compressor for railway kays; stoves, three large kilns, two pairs of first-class clay rolls, one pair of edge runners, 5 tons each; cast-iron pug mills, with self-acting buckets and riddle, and every convenience for carrying on a large trade. The works are communicated with by a railway to the premises, and within 7 1/2 miles of the port of Newport, Monmouthshire.—For further particulars, apply to Mr. DAVID JONES, civil engineer, Machen, Newport, Monmouthshire.

SLATE QUARRIES, IRELAND, TO BE LET, OR SOLD, by the owners in fee. Slates of bluish colour, and fine grained metal veins, inexhaustible. Constant water-power. Paying at present 80 per cent. Fresh samples sent to any Welsh. Situation four miles from Carrick-on-Suir (to which place the River Suir is navigable for vessels of 200 tons), and the railroad

BEDFORD IRONWORKS, TAVISTOCK.

NICHOLLS, WILLIAMS, AND CO. have generally a GOOD STOCK OF SECOND-HAND MINING MATERIALS FOR SALE, including ironwork for a water-wheel, 40 ft. diameter, 2½ ft. breast. They also MANUFACTURE STEAM ENGINES of every description on the newest principle. Castings and wrought-iron work made at the shortest notice. Machinery sent to all parts of the world. Steam boilers and chains warranted of the best description.

INCORPORATION OF STEAM BOILERS.—EASTON'S PATENT BOILER FLUID EFFECTUALLY REMOVES AND PREVENTS INCORPORATION IN STEAM BOILERS, WITHOUT INJURY TO THE METAL, with ANY SAVING IN FUEL, and with LESS LIABILITY TO ACCIDENT FROM EXPLOSION. It is used by Her Majesty's Steam Storehouses, Woolwich Arsenal, Honourable Corporation of Trinity House, Tower of London, India Store Department, by the principal Steam Packet Companies of London, Liverpool, Southampton, Hull, &c., and by engineers, builders, railway companies, and manufacturers throughout the country. Testimonials from eminent engineers, boiler makers, and manufacturers, with full particulars, will be forwarded on application to P. S. EASTON and G. SPINFIELD, sole manufacturers and patentees, Nos. 27, 28, and 29, Wapping-wall, London, E.

AGENTS IN GREAT BRITAIN.
Aberdeen, Mr. James F. Wood.
Aston-under-Lyne, Mr. S. G. Fielden.
Belfast, Mr. W. T. Matier, C.E.
Birmingham, Mr. Adam Dixon.
Chester, Mr. W. A. Rowland.
Doverport, Mr. Cornelius Boulds.
Dublin, Mr. Wm. Flith.
Frome, Mr. W. B. Harvey, Chemist.
Glasgow, Mr. W. Mutrie.
Hartlepool, Mr. W. T. Cheesman, West Hartlepool.
Hull, Messrs. A. L. Fleming and Co.
Leeds, Mr. J. C. P. Westwood.
Leicester, Mr. Benjamin Pochin.
Liverpool, Mr. J. Melnes.
Manchester, Messrs. Morris and Sutton.
Nottingham, Mr. G. D. Hughes.
Oldbury, Mr. C. Tonge, Chemist.
Southampton, Mr. Joseph Clark.
Southsea, Mr. T. Cheesman.
Tralee, Mr. H. Benner.
Wexford, Mr. Thomas Waring.

FOREIGN.
Rio de Janeiro, Messrs. Miers Brothers and Maylor, Engineers.
Odessa and South Russia, Mr. W. Baxter, Engineer, Nicolaiev.

ASTIER'S PATENT CHAIN PUMP. APPARATUS FOR RAISING WATER ECONOMICALLY, ESPECIALLY APPLICABLE TO ALL KINDS OF MINES, DRAINAGE, WELLS, &c.

J. U. ASTIER begs to call the attention of proprietors of mines, engineers, architects, farmers, and the public in general, to his new pump, the cheapest and most efficient ever introduced to public notice. The principle of this new pump is simple and effective, and its action is so arranged that accidental breakage is impossible. It occupies less space than any other kind of pump in use, does not interfere with the working of the shafts, and unites lightness with a degree of durability almost imperishable. By means of this hydraulic machine water can be raised economically from wells of any depth; it can be worked either by steam-engine or any other motive power, by quick or slow motion. The following statement presents some of the results obtained by this hydraulic machine, as daily demonstrated by use:—

1.—It utilises from 90 to 92 per cent. of the motive power.
2.—Its price and expense of installation is 75 per cent. less than the usual pumps employed for raising purposes.

3.—It occupies a very small space.
4.—It raises water from any depth with the same facility and economy.
5.—It raises with the water, and without the slightest injury to the apparatus sand, mud, wood, stone, and every object of a smaller diameter than its tube.

6.—It is easily removed, and requires no cleaning or attention.
A mining pump can be seen daily at work, at Wheal Concord Mine, South Sydenham, Devon, near Tavistock; and a shipping pump at Woodside Graving Dock Company (Limited), Birkenhead, near Liverpool.

J. U. ASTIER, sole manufacturer, will CONTRACT TO ERECT his PATENT PUMP AT HIS OWN EXPENSE, and will GUARANTEE IT FOR ONE YEAR, or will GRANT LICENSES to manufacturers, mining proprietors and others, for the USE of his INVENTION.
OFFICES, 19, MANCHESTER BUILDINGS, WESTMINSTER, LONDON, W.C.
London, Oct. 10, 1859. Hours, from Ten till Four. J. U. ASTIER, C.E.

AUSTRALIA AND NEW ZEALAND WHITE STAR EX-ROYAL MAIL CLIPPERS, SAILING FROM LIVERPOOL TO MELBOURNE on the 1st and 20th of every month.

* Passengers holding Victoria passage warrants will be forwarded to Melbourne by these vessels.

Ship.	For.	Register.	Burthen.	To sail.
PRINCE OF THE SEAS	Melbourne	1316	4000	July 20.
COMMODORE PERRY	Melbourne & Auckland	2016	6000	Aug. 20.
BLUE JACKET	Melbourne	1559	4750	Sept. 20.
JORD RAGLAN	Melbourne	1909	5500	Oct. 20.

The superiors of this line are the largest, finest, and most commodious, and are well known for their famous passages, and the unwavering punctuality of their sailing engagements. Passengers must embark, without fail, on the day previous to advertised date.—For freight or passage apply to the owners, H. T. WILSON and CHAMBERS, 21, Water-street, Liverpool; or to GRINDLAY and Co., 124, Bishopsgate-street, and 55, Parliament-street; or to SEYMOUR, PEACOCK, and Co., 116, Fenchurch-street, London. Wilcox's Australian and New Zealand hand-books sent for two stamps.

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
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WIRE-ROPE TESTING. PUBLIC TEST OF A. J. HUTCHINGS AND CO'S PATENT WIRE-ROPE AT LIVERPOOL, FEBRUARY 27, 1861.

[From the Daily Post of March 1, 1861.] On Wednesday, the 27th of February, a series of EXPERIMENTS on WIRE-ROPE took place at the Corporation Testing Works, King's Dock. The specimens tested were manufactured by the well-known firm of A. J. HUTCHINGS and Co., of Millwall, London. The Contractors to the Lords of the Admiralty and various foreign Governments, the character of whose rope is so well known in this country, as well as all parts of the Continent. Capt. Ducraft, of H.M.S. *Hastings*, and a number of other gentlemen connected with shipping, were present to witness the experiments, all of which were considered highly satisfactory, and in every respect sustained the reputation of the manufacturers. The following are the results of the experiments:—

An 8 in. rope bore 70 tons WITHOUT BREAKING.

Circumference and breaking strain.

Size.	Hutchings and Co's wire-rope for ships' rigging. Tested Feb. 27, 1861.	Newall and Co's. Test of Oct. 29, 1860.	Garnock, Bibby, and Co's. Test, Oct. 29, 1860.
2 1/2 inches.	5 tons 15 cwts.	7 tons 15 cwts.	8 tons 16 cwts.
3 1/2 "	11 " 14 "	16 " 10 "	18 " 5 "
4 1/2 "	18 " 10 "	24 " 15 "	26 " 10 "
5 1/2 "	22 " 8 "	30 " 10 "	32 " 10 "
6 1/2 "	28 " 10 "	36 " 15 "	38 " 10 "
7 1/2 "	34 " 15 "	42 " 20 "	44 " 10 "

N.B.—The 2 1/2, 3 1/2, and 4 1/2 in. ropes were the sizes actually tested. The remaining sizes and strains are comparative.

THE ABOVE ROPES ARE FOR COLLIERY USE.

The above tests certified by Mr. McDonald the Superintendent of the Corporation Testing Works, Liverpool.

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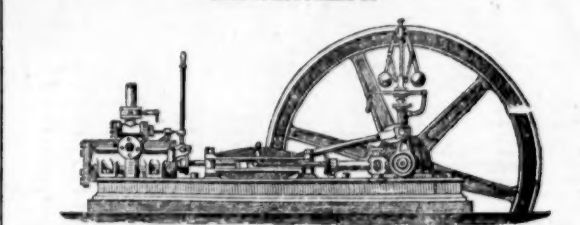
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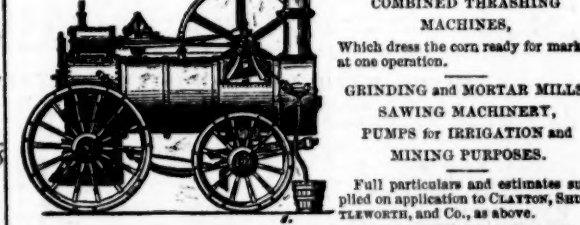
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200	Botalack (tin), copper, St. Just	91 5 0	100		443 5 0
200	Brynford Hall (lead), Flintshire	12 10 0	26		14 0 0
1000	Carn Brea (copper, tin), Illogan	15 0 0	65	65 70	269 10 0
3048	Carnyorth (tin), St. Just	10 0 0	134		19 6 0
300	Cefn Cwm Brwynog (lead), Cardiganshire	33 0 0	35		73 0 0
3000	Connerve (copper, antimony), Llanidloes	1 0 0	34	32 3/4	9 0 0
2480	Cook's Kitchen (copper), Illogan	17 0 0	30	27 29	8 0 0
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128	Cwmystwith (lead), Cardiganshire	6 10 0	240		227 10 0
280	Derwent Mines (all-lead), Durham	300 0 0	180		142 0 0
1024	Devon St. Con. (copper), Tavistock	10 0 0	345	345 355	71 0 0
318	Dolcoath (copper, tin), Camborne	128 17 6	310		753 0 0
512	East Basset (copper), Illogan	29 10 0	86	84 86	626 10 0
6144	East Caradon (copper), St. Cleer	2 14 6	22 1/2	24 24 1/2	17 0 0
300	East Darwen (lead), Cardiganshire	32 0 0	67		73 10 0
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1400	Eyam Mining Co. (lead), Derbyshire	5 0 0	—		20 3 0
4940	Fowey Consols (copper), Trewartha	4 0 0	5		41 9 0
3560	Frank Mills (lead), Devon	25 0 0	35		61 8 0
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6000	Great South Tolgus (S.E.), Redruth	0 14 6	23 1/2	23 1/2	7 13 6
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5908	Great Wh. Vor (tin, cop.), Helston	40 0 0	6		0 5 0
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400	Wh. Mary (tin), Uny Lelant	47 10 0	310	300 305	308 0 0
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[* Dividends paid every two months. † Dividends paid every three months.]

MINES WITH DIVIDENDS IN ABEYANCE.

700	Aberdovey (silver-lead), Merioneth	1 10 0	30		0 10 0
5120	Alfred Consols (cop.), Phillack	2 17 1/2	1 1/2	1 1/2	20 3 0
1624	Ballewidden (tin), St. Just	3 0 0	13		3 0 0
1200	Brightdale & Fregatt Gw. (L.), Cornwall	3 0 0	3 1/2		3 0 0
2500	Central Miners (L.), (id.), Cornwall	0 15 0	5 1/2		0 4 0
6000	Charlotte United, Fernanthez	2 8 2	1	3 1/2	0 13 0
2000	Collacote (copper), Lamerston	5 0 0	12		0 3 0
256	Condurow (cop., tin), Camborne	20 0 0	52 1/2	45 47 1/2	85 0 0
256	Copper Hill (copper), Redruth	48 0 0	100		2 10 0
4076	Devon and Cornwall (copper)	4 16 3	6		0 10 0
672	Ding Dong (tin), Gulval	39 2 6	9 1/2	30 22 1/2	16 7 6
12800	Drake Walls (tin, cop.), Calstock	3 1 0	—	16 1/2 17 1/2	0 16 0
3048	East Falmouth (all-ld.), Llanidloes	2 10 0	—	—	0 16 0
128	East Pool (tin, cop.), Pool, Illogan	24 5 0	400		805 0 0
6000	General Mining Co. for Ireland (cop., id.)	4 0 0	5	5	1 0 0
486	Gribbler and St. Aubyn (cop.) (S.E.)	47 10 0	12	10 11	23 0 0
119	Great Work (tin), Gernoe	100 0 0	110		221 10 0
200	Harward United (lead), Flintshire	40 0 0	30		3 0 0
6000	Hillingdon Down Cons. (cop.), Calstock	4 16 6	2 1/2	1 1/2	2 16 0
6000	Kelly Bray (lead, cop.), Callington	4 3 6	1 1/2	1 1/2	0 6 0
20	Lacey Mining Company, Isle of Man	100 0 0	1900		1420 0 0
470	Newtown Mining Co., Cornwall	2 0 0	85		56 0 0
6000	North Dolcoath (copper), Camborne	5 0 0	25		0 5 0
700	North Roseker (copper), Camborne	16 0 0	21 1/2	19 21	157 0 0
1024	Rosewarne and Herland United	11 8 0	—		2 10 0
612	Rosewarne United (cop., tin), Gwinnar	18 6 4	24	22 24 1/2	33 10 0
12800	Stridgill Cons. (cop.), Whitchurch	0 16 0	—	12 14 1/2	0 10 0
128	South Crinins (copper), St. Austell	19 0 0	286		80 0 0
30000	St. Day United (tin and cop.), Redruth	2 5 0	—		0 3 6
400	United Mines (copper), Gwennap	55 0 0	32 1/2	55 65	80 5 0
30000	Valley of Fowey (lead), Carnarvon	0 13 6	7 1/2	55 65	0 5 0
1024	West Providence (tin), St. Erth	15 0 0	16		33 0 0
240	Wheal Bad (tin), St. Just	15 0 0	16		4 0 0
4096	Wheal Edward (cop.), Calstock	7 7 6	2 1/2	2 1/2	0 5 0
1024	Wheal Gwyllyn (tin), Fernanthez	1 4 0	4		12 10 0
6000	Wheal Kitty (tin), St. Agnes	4 12 6	1	1	0 18 6
845	Wheal Lovell (tin), Wendron	33 0 0	7		31 0 0
1024	Wheal Margery (tin, cop.)	15 13 0	5	3 1/2 4 1/2	0 10 0
386	Wheal Setaon (tin, cop.), Camborne	58 10 0	75	60 65	131 15 0
1024	Wh. Trevelyan (all-ld.), Liskeard	5 17 0	15	14 14 1/2	45 15 0
1024	Wheal Trevelyan (tin, cop.), Gwinnar	12 16 0	—		10 2 6
4096	Wheal Wrey Consols (lead), St. Ives	3 9 0	—		2 12 6

FOREIGN MINES.

2444	Burra Burra (cop.), South Australia	5 0 0	132	132	265 0 0
12000	Cobre Copra (cop.), Cuba	5 0 0	39	36 38	96 12 0
10000	Copiapu Mining Company, Chile	16 0 0	8		6 8 0
18000	East Indian Coal, Calcutta	10 0 0	10		7 1/2 per cent.
70000	English and Australian (S.E.)	5 0 0	—		1 2 6
25000	Gen. Mining Assoc., Nova Scotia	230 0 0	24		18 5 0
68000	Kapunda Mining Co., Australia	1 0 0	24		0 8 0
16000	Linares (id.), Pozo Ancho, Spain	3 0 0	8 1/2	7 8 x d	8 6 2
10000	Lusitanian (of Portugal), Spain	2 0 0	2		0 12 0
108815	Mariquita and New Granada	1 0 0	—		0 9 6
300000	Port Phillip (gold), Cinnas	1 0 0	1	20 21 1/2	0 3 0
11000	St. John del Rey (L.), Brazil	15 0 0	33	32 1/2 33 1/2	43 5 0
20000	West Canada Mining Company	1 0 0	1 1/2		0 2 0

FOREIGN MINES WITH DIVIDENDS IN ABEYANCE.

10000	Altan and Quenangan (cop.) (L.), S.E.	4 10 0	3		4 5 0
10000	Alt. Barrier Land Min. (S.E.)	4 5 0	3 1/2		15 per cent.
10000	Pontigbaud (all-ld.), France	20 0 0	4		1 0 0
43174	Union Mexicana (S.E.), Mexico	28 0 0	5 1/2	4 1/2 5 1/2	1 16 0

NON-DIVIDEND FOREIGN MINES.

30000	Australian (copper), South Australia	7 7 6	1	1	Sept. 1858
70000	Bon Accord, South Australia	0 17 6	1 1/2	1 1/2	Dec. 1860
6000	Central American (silver), L.	5 0 0	—	—	Feb. 1859
17000	Central Italian (copper) [7000 £2 paid]	0 6 0	—	—	Jan. 1859
60000	Consolidated Consols (copper), Jamaica	0 17 6	—	—	Jan. 1861
30000	Copiapu Smelting (L.), Chile	10 0 0	—	—	Feb. 1859
70000	Dun Mountain (copper), New Zealand	1 0 0	—	—	Feb. 1859
30000	East Kensington Native Silver Mining Co. of Norway	1 0 0	—	—	Jan. 1861
30000	Ellerlie and Barrow, Jamaica	0 18 0	—	—	July 1859
8000	English and Canadian Mining Company	5 0 0	—	—	Feb. 1859
20000	Fortuna (lead), Spain	1 0 0	—	—	Feb. 1859
60000	Great Northern (copper), South Australia	1 0 0	1 1/2	1 1/2	Jan. 1861
4000	Hope Silver-lead and Copper Mining Co. (L.), Jamaica	25 0 0	—	—	Feb. 1859
80000	Imperial Rhineconsols (lead, S.E.), Thessaly	0 10 0	—	—	Jan. 1861
80000	Lagunas (sulphur, copper), Portugal	0 10 0	—	—	Jan. 1861
40000	New Granada (gold), South America	1 0 0	—	—	Feb. 1859
10000	New Granada Duchy of Baden (silver-lead), near Freiburg	1 0 0	—	—	Nov. 1858
60000	North Rhine Copper of South Australia	0 12 6	—	—	Jan. 1860
18000	Pachuca Silver Mining Company, Mexico	0 10 0	—	—	Jan. 1861
10000	Scottish Australian Mining Company	0 10 0	—	—	Nov. 1858
18000	St. John's United (copper), Newfoundland	0 10 0	—	—	Mar. 1860
48000	Victor Emanuel, Italy	10 0 0	—	—	Oct. 1859
10000	Western Africa Malachite (copper)	110 0 0	—	—	Nov. 1860
12000	Wheal Ellen, South Australia	2 10 0	—	—	Nov. 1860
25425	Wheal Jamaica (copper)	1 0 0	—	—	Nov. 1860
60000	Worthing (copper), South Australia	1 0 0	—	—	Nov. 1860

PROGRESSIVE MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
4925	Abbey Consols (id.), Cardigan.	2 7 0	1		Nov. 1861
1000	Aldi-y-Crib (lead) (L.), S.E.	2 0 0	2		June 1861
4000	Aldi-y-Mann (lead) (L.), S.E.	2 0 0	12s.		July 1859
10000	Anarcarack (copper), Phillack.	1 1 6	1 1/2		June 1859
10000	Ashburton United (cop., tin)	11 10 0	14 1/2		Mar. 1860
10000	Bampfylde (copper), Devon.	0 15 0	4		Aug. 1860
4000	Bedford Consols (copper)	1 18 6	1 1/2	4s. 6d.	April, 1861
3000	Berehaven (copper), Ireland.	1 0 0	1 1/2		—
2000	Bickleigh Vale Phoenix (L.)	2 0 0	2 1/2		—
200	Billins (lead) (L.), S.E.	20 0 0	2 1/2	18 20	Feb. 1861
10000	Borlase Con. (tin), St. Just (L.)	1 0 0	1 1/2		—
1248	Boscawell (tin), Penzance	6 5 0	5		Dec. 1860
2280	Boscawell (tin, cop.), St. Austell	6 15 0	4		Sept. 1860
160	Boscombe & Boleward, St. Just	6 5 0	10		Dec. 1860
123	Bosweddan and Wheal Castle	32 0 0	—		Nov. 1858
6000	Bosworthan (tin), Sancerre.	1 0 0	1 1/2		June, 1860
5000	Bottle Hill (tin), Plympton.	1 0 0	1		—
12000	Brea Con. (tin), St. Ives (L.), S.E.	1 0 0	1 1/2	19s. 22s.	Jan. 1861
5000	Brodford (id.), Cardigan.	2 0 0	4		June, 1861
4000	Brookwood (lead), S.E.	1 3 0	3 1/2		Mar. 1861
1200	Bryneiln (L.), S.E., 400 £25 pd.	1 0 0	84	31 33	April, 1861
4000	Bryneiln (lead), S.E.	2 0 0	84		Oct. 1859
3000	Bryntal, Llanidloes, Montgo.	5 2 0	4		Mar. 1861
5650	Budnick Consols (tin), Ferran	1 2 0	1	1/2	June, 1861
6380	Buller and Bassett Unit. (cop.)	3 5 0	1 1/2		June, 1861
2448	Bwlch (sil.-id.), Cardiganshire	4 9 0	2 1/2		Nov. 1860
4098	Calstock Consols (copper)	5 10 0	9s.		Dec. 1860
915	Calvaddach, Wendron	18 5 0	6 1/2	6 6 1/2	Mar. 1861
1000	Camborne Consols (copper)	18 10 0	8		June, 1861
4600	Camborne Vean & Wh. Francis	7 7 4	2 1/2	1 1/2 1 1/2	May, 1861
2500	Carn Gwennap (copper), Gwennap	1 0 0	12s.	8s. 8 1/2	June, 1861
1000	Cardigan Consols (L.), S.E.	7 0 0	9		Mar. 1861
916	Carroll (silver-lead), Newlyn	15 5 7	15		Sept. 1860
6000	Carn Camborne	0 7 0	1 1/2	1 1/2 1 1/2	May, 1861
4370	Carnewas (id., cop.), Mawgan	1 3 0	3 1/2		June, 1861
3000	Carn Vivian (tin, cop., lead)	1 19 0	2 1/2		April, 1861
7000	Carnack Dewas	2 16 0	1		April, 1861
1056	Carvannap (cop.), Gwennap	21 11 7	3		Dec. 1860
10000	Carway and Duffryn (L.)	5 0 0	5		—
20000	Carysfort (cop., id.) (L.), S.E.	0 10 0	12s.	8s. 6d.	Mar. 1859
2500	Cauna (lead), S.E.	0 10 0	12s.		Dec. 1860
10000	Castleward, Ireland (L.), S.E.	0 10 0	15s.		—
2500	Cefn Cilcen (lead), Flintshire	1 5 0	1		Sept. 1860
2000	Clara (silver-lead) (L.), S.E.	8 17 6	2 1/2		Oct. 1860
984	Clljah & Wentworth (tin, cop.)	27 0 6	1 1/2		Jan. 1861
6000	Clinton and Edgecombe United	1 0 0	1 1/2		Oct. 1860
3135	Cold Mawr Pool (lead) (L.)	4 7 0	4		June, 1861
2560	Cornemendy (lead), near Mold.	1 0 0	21s.		No call.
5000	Cornubia (tin), Roche	0 15 0	1		April, 1861
10000	Craigton (id.) (L.), S.E., Kirkend.	0 10 0	8 1/2		June, 1859
2500	Crawford (lead), S.E.	0 10 0	12s.		Sept. 1860
30000	Craven Moor (id.), York.	0 10 0	4s.	3s. 4s.	No call.
12000	Crelake (cop.), Tavistock.	0 17 0	9s.		No call.
8000	Crookhaven (cop.) (L.), S.E.	0 13 0	9s.		Mar. 1861
2000	Crowlwyn (lead), Llanidloes	1 10 0	3 1/2		No call.
6000	Crownvale (cop.), Tavistock	0 11 0	3		Nov. 1858
6000	Cuddra (cop., tin), St. Austell	1 16 0	2 1/2		May, 1861
4000	Cumberland Black-Lead (L.)	5 0 0	6 1/2		—
2000	Cwn Afon (cop.), Festi. (L.), S.E.	0 10 0	—		Dec. 1860
2000	Dale, North Staffordshire (L.)	1 0 0	1		—
4800	Devon and Corn (cop.), Tavistock	2 0 0	11s.		—
5000	Devon Great Wheal Ellen	2 0 0	—		Mar. 1861
12000	Dev. New Copper Co. (L.), S.E.	0 12 6	2		—
12000	Devon Union (copper) (L.), S.E.	0 12 6	3 1/2		May, 1861
4666	Devon Wheal Buller (copper)	3 9 0	3 1/2		May, 1861
1000	Duro (tin), Lelant	6 12 0	7 1/2		Mar. 1861
2000	Dolcoath United (L.), S.E.	1 0 0	2 1/2		June, 1860
5000	Duluta (tin), St. Stephen's (L.), S.E.	0 12 6	3		July, 1861
8000	Dyffrynwg (lead), Wales	12 6 6	9 1/2		Sept. 1858
244	Eaglebrook (lead), Cardigan.	75 10 14	1 1/2	1 1/2 1 1/2	May, 1861
4000	East African Cons. (copper)	0 10 0	1 1/2		July, 1861
6000	E. Bertha Con. (cop.), Tavistock	0 10 0	1 1/2		July, 1861
6000	East Budnick and Mount	0 10 0	9s.		Jan. 1861
6000	East Carn Brea (cop.) Redruth	3 5 0	8	7 1/2 7 1/2	June, 1861
4400	East Crinnis and South Par.	2 7 6	2		May, 1861
4000	East Devon Gt. Consols (cop.)	0 11 6	2 1/2	2 2 1/2	June, 1861
4000	East Fowey (cop.) (L.), S.E.	1 15 0	1 1/2		June, 1861
5000	E. Grenville (cop.), Camborne	0 14 6	41s.	40s. 42s.	April, 1861
4000	E. Gunnis Lake & S. Bedf. (con.)	8 9 6	3 1/2		Mar. 1861
2000	East Mona (cop., S.E.) (L.), S.E.	0 5 0	—		May, 1861
4000	East Polkna (cop.), Agawam	0 10 0	1 1/2		May, 1861
4006	E. Providence (tin), Ury	2 3 0	1 1/2		June, 1861
6000	E. Releath (tin, cop.), Wendron	0 10 0	1		Aug. 1860
5000	E. Rosewarne (cp., tin), Gwinn.	2 10 0	1 1/2	1 1/2	May, 1860
1122	East Stann, Camborne	0 2 0	—		May, 1860
266	East Tolgus (copper), Redruth	60 0 0	52		June, 1861
1000	E. Trefusis (cop.), Gwennap	7 8 10	3 1/2	3 3 1/2	June, 1861
1024	E. Trekebray (cop.), Redruth	3 0 0	2	1 1/2 2	Mar. 1861
1190	E. Wheal Agar (cop.), St. Cleer	8 2 0	2		July, 1861
4000	E. Wheal Emsay (sil.-id.), St. Ives	0 10 0	3 1/2		Nov. 1858
5000	E. Wh. Emsay (sil.-id.), St. Ives	0 10 0	2 1/2	3 1/2 4	July, 1861
5700	Exmouth (sil.-id.), Christow	5 14 10	1 1/2		July, 1861
6000	Fowey and Par Unit, St. Blazey	0 10 0	1 1/2		Nov. 1860
5000	Furadon (cp.), Okeham. (L.), S.E.	1 5 0	2 1/2		Aug. 1860
6000	Furze Hill Wood Cons., Buckl.	0 5 0	14s.		June, 1861
114	Garden (tin), Morvah	22 0 0	24	20 24	June, 1861
1000	Garret (lead), Flint	4 8 6	1 1/2		July, 1861
4000	Gawgon (copper), Tavistock.	1 12 0	1 1/2		June, 1861
1024	Gellifawley (id.), Holywell	0 2 6	6s. 6d.		June, 1861
4000	Gennick (copper), Cranran	0 10 0	1 1/2		June, 1861
4892	Goffinan (sil.), S.E., 2199 £14	2 10 0	2 1/2		July, 1860
6144	Gomena (copper), St. Cleer	2 10 0	2 1/2	1 1/2 2 1/2	Mar. 1861
2000	Goonzoin, St. Neot	0 2 6	4s.		Feb. 1861
5000	Great Briggan	3 7 0	2 1/2		June, 1861
4096	Great Caradon (cop.), St. Ives	1 8 0	3 1/2		May, 1861
6000	Gt. Crinnis (cop.), St. Austell	2 4 0	1 1/2	1 1 1/2	June, 1861
10000	Great Moelwyn Slate (L.), S.E.	1 10 0	—		Mar. 1861
4000	Gt. No. Tolgus (cop.), Redruth	2 7 6	2 1/2		May, 1861
4000	Great Onslow Cons., Camelf.	3 10 9	3 1/2		May, 1861
4000	Great Retallack (sil., S.E., Harnde)	0 10 0	11s.	12s. 14s.	June, 1860
40000	Gt. Tregone Consols, A. Harnde	0 10 0	11s.	12s. 14s.	June, 1860
10000	Great Trevedloe (copper)	0 13 0	1		Mar. 1861
6000	Gt. Tywarthalle (cp.) (L.), S.E.	3 0 0	3		Jan. 1861
5120	Great Wheal Alfred (S.E.)	13 18 2	12s.	9s. 11s.	April, 1861
3730	Great Wheal Badden (tin)	4 14 0	3 1/2		July, 1861
6000	Gt. Wh. Busy (cop., tin), Ken.	3 0 0	5	4 1/2 5	Mar. 1861
12500	Great Wh. Martha (cop.) (L.)	1 0 0	1 1/2	1 1/2 1 1/2	—
10240	Gunnis Lake (Clitters) Adit.	0 2 0	3 1/2		Mar. 1861
6000	Guryin (cop., tin), St. Erth.	1 10 0	8s.		June, 1861
8634	Gwyrday Pool (lead), S.E., 1819	2 6 0	2 1/2		Jan. 1861
4400	Harwood (id.), Durham (L.), S.E.	0 3 0	3 1/2		April, 1861
7219	Hawmoor (tin, cop.) Calstock	2 17 6	1		Mar. 1861
5000	Holmbush (id., cp.) Callington	5 2 0	2 1/2	2 2 1/2	Sept. 1860
6000	Huckworthy Bridge (copper)	0 18 0	1 1/2		July, 1861
40	Imperial Silver-Lead, Dolgelly	25 0 0	30		Mar. 1861
6000	Keswick (lead), Portlincas	5 0 0	1 1/2		July, 1861
6000	Lady Bertha (cop.) (S.E.)	1 10 6	1 1/2	16s. 18s.	April, 1861
3000	Lady Eliza (id.), Carm. (L.), S.E.	2 8 0	3		June, 1861
1000	Larica & St. Aldred (L.), S.E.	1 10 0	1 1/2		Mar. 1861
963	Lelant Con. (tin), Ury	32 10 0	2 1/2		June, 1861
1000	Llanfair (silver-lead) (L.)	6 0 0	5		—
8000	Lyngwern United, Card. (L.)	1 16 0	1 1/2		July, 1861
500	Long Lake	10 0 0	11		May, 1861
2000	Lower Park Denbighshire (L.)	4 0 0	—		—
4965	Mauldin Mines (2484 £6, 2484 £1 pd.)	2 10 0	2 1/2		—
4540	Merilyn (lead), Flint	3 11 6	1		July, 1861
2000	Merrifield (lead) (L.)	0 12 0	1 1/2	3s. 4s.	May, 1861
3400	Merrifield (lead), Flint.	0 1 0	9s.		June, 1861
1000	Mill Pool (lead), S.E., 1819	2 6 0	2 1/2		Aug. 1861
16000	Mold (lead), Flint, (L.), S.E.	0 17 0	3 1/2		Jan. 1861
6599	Molland (cop.), S. Moulton.	2 6 0	2s.	1s. 2s.	—
5000	Nance Valley	0 5 0	1		Aug. 1861
1024	Nanglies (tin, copper), Ken.	3 0 0	6		Jan. 1861
5000	Nanteos and Pembrih (L.), S.E.	3 6 0	2 1/2		June, 1861
2400	Nant-y-lago (id.), Merioneth	3 0 0	2 1/2		Mar. 1861
250	Nanty Mines (id.), Montgom.	20 0 0	—		—
6400	Nether Heath (lead), Duffon.	0 15 6	1 1/2		April, 1861
2000	Nether Hildon (id.), S.E.	1 12 0	1 1/2	1 1 1/2	June, 1861
6000	Nether Treleig Cons., Redruth	1 8 0	2	1 1/2 1 1/2	Feb. 1861
2000	New Wheal Clifford (copper)	0 10 0	1 1/2		Mar. 1861
6124	New Wheal Francis, Crownan.	0 16 6	12s.	9s. 11s.	May, 1861
1024	New Wheal Hender, Crownan.	2 10 0	3		June, 1861
4000	New Wh. Vor & E. Wh. Metal	13 10 0	50	44 46	May, 1861
2500	N. Wh. Vaddon (cop.), Marazion	0 18 0	1 1/2		Dec. 1861
6000	Nidderdale (id.), Yorks. (L.), S.E.	0 15 0	3 1/2		Jan. 1861
2000	N. Budnick (id.), S.E.	0 10 0	1 1/2		—
4500	N. Budnick and Mt. Mount	0 5 0	40		No call.
1024	North Buller (cop.), Redruth	20 2 6	5 1/2	4 1/2 5 1/2	Feb. 1861
6000	Nor. Clifford (cop.), Gwennap	0 5 0	3 1/2		Nov. 1861
20000	North Devon (sil.-id.) (L.), S.E.	0 7 0	9s.	3 1/2	April, 1861
6000	North Downs (cop.), Redruth	2 3 4	4 1/2	4 1/2 4 1/2	April, 1861
5792	No. Downs and Wh. Rose Unit.	1 18 0	1 1/2		April, 1861
2500	North Frances (cop.) (S.E.)	13 5 0	4 1/2	3 1/2 4	June, 1861
8000	N. Hallenbrance (tin, cop.) (L.)	0 6 6	2 1/2	1 1/2 1 1/2	June, 1861
2000	North Jamna (tin), S.E.	0 10 0	1 1/2		June, 1861
2000	N. Laxey (id.), L. Man (3600 £2, 2400 £14)	1 0 0	1 1/2		June, 1861
2000	N. Levant (tin, cop.), St. Just	6 12 6	6		Aug. 1861
10000	North Minera (lead) (L.)	1 0 0	1 1/2	28s. 30s.	April, 1861
5000	N. Nant-y-Mwyn (id.) (L.), S.E.	0 5 0	7s.	5s. 6s.	Jan. 1861